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These figures were obtained after the battery had been fully charged. The All-New MG4 EV and MG5 EV are battery electric vehicles requiring mains electricity for charging. There is a new test for CO_2 and electric range figures. The electric range shown was achieved using the new test procedure. The figures shown are for comparability purposes. Only compare CO_2 and electric range figures with other cars tested to the same technical procedures. 7 year warranty for up to 80,000 miles. T/C's apply. *Price applies to the MG3 Excite with standard paint. Models shown: The All-New MG4 EV with Volcano Orange premium paint £33,190 on the road. The MG HS Exclusive with Black Pearl Paint £26,540 on the road. The MG ZS Exclusive with Battersea Blue Paint £20,840 on the road. The All-New MG5 EV Long Range Exclusive with Cosmic Silver Paint £34,040 on the road.

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'He allowed himself to be seen adding Ribena to an F1 car's radiator'

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OUR PISTON-POWERED CAR OF THE FUTURE 54

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> "GATHER AS MUCH SPEED AS YOU CAN, TRUST THAT THE CAR CAN TAKE IT AND HURL AT THE WALL"

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WHY ICE CARS COULD YET BE THE FUTURE

I'VE OFTEN questioned the logic of cars like the BMW iX and Porsche Taycan. Not in terms of their execution – excellent EVs both – but more why we are bothering with electrifying vehicles as relatively rare as those. Porsche sold 34,801 Taycans last year worldwide, whereas Nissan shifted 42,704 Qashqais in the UK alone.

If we're really going to get serious about reducing emissions, it seems sensible to start with cars that combine to produce the most CO_2 rather than expensive and scarce models. But that in itself creates a problem: finding the stuff to build them. The world isn't getting any bigger and resources are only becoming rarer, so it seems counterintuitive to be building new all the time. Surely we should be focusing on refurbishing what exists (see p54).

Lots of car makers are now looking at the 20- to 25-year ICE car, where lifetime carbon emissions could compare to an EV's on a more normal eight- to 10-year life cycle. Refreshing existing cars solves all sorts of issues and bottlenecks: no new lithium, steel or semiconductors – and, with the latest low-emission regulations making engines cleaner in the first place, long-life, low-carbon ICE cars are starting to look distinctly possible.

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Audi guns for Defender with rugged off-road EV

Plush go-anywhere electric 4x4 is part of Audi's radical bid to enter new segments

Autocar can reveal that Audi bosses are on the verge of giving the green light to a go-anywhere electric 4x4 SUV to take on the Land Rover Defender and Mercedes G-Class – a shock move for the German brand as it evaluates a range of bold new products to sit atop new-era EV architecture.

The firm's outlandish new Activesphere concept – a segment-straddling off-road super-saloon (see overleaf) – gives strong clues to Audi's priorities in this segment with its overt focus on outdoor pursuits and rugged design cues and indeed it is set to make production as a tough, Allroad-esque luxury saloon. But this secret new SUV is a separate project, destined to become reality in around 2027 as part of a strategic push into new segments, facilitated by the formation of new partnerships and platforms.

The new off-roader will not be based on the same PPE architecture that Audi has co-developed with sibling brand Porsche for use across its core EV line-up. Nor will it use the Ford Ranger-derived underpinnings set to provide the basis for an electric Volkswagen 4x4 SUV in the coming years.

Speaking exclusively to Autocar, Audi designer Marc Lichte – who hinted at the prospect of a new 4x4 – refused to be drawn on the specifics of its make-up but said it will ride on a platform taken from elsewhere in the VW Group portfolio. Because the upcoming SSP platform – destined for use across all VW Group brands as a replacement for the currently ubiquitous MEB – has been delayed until at least 2028, it is highly likely that Audi will look to nascent sibling brand Scout to provide a more conventional 4x4 SUV architecture for its debut model in this sphere.

The rights to the dormant Scout marque were acquired by the VW Group in 2021 and plans are under way to use the name for a pair of Rivian-rivalling electric off-roaders conceived in the spirit of the bare-bones original International Harvester SUV – both using a traditional ladder-

Audi's 4x4 is likely to share a ladder-frame chassis with Scout

> “This secret new SUV is destined to become reality in around 2027”

frame chassis. Initial plans for Audi to build these Scout models alongside its own cars in a new factory in the US were cancelled, but the potential still looms large for Audi to assist with – and benefit from – the launch of the brand.

Audi is already collaborating with Canadian components giant Magna (which, coincidentally, builds the G-Class in Austria) on the development of batteries and electronics for Scout EVs, and the VW Group board is said to be leaning towards giving Magna the contract to build the Scout cars – with room on the production line for an Audi-badged product. The suggestion is that Magna could build 50,000 Audi 4x4s per year – a significant number, which would suggest plans for launch in various global markets outside the US – alongside 100,000 Scout cars.

Scout's ladder chassis will provide the steep departure angles and ground clearance needed to negotiate tough terrain, while the latest generation of Audi's Quattro four-wheel drive technology will boost traction on loose surfaces and steep topography – while no doubt making for enticing on-road performance potential, in a straight line and through corners.

Audi has recently stepped back into top-flight off-road motorsport with its RS Q E-tron rally-raid machine – a fearsome range-extender EV built to take on the formidable Dakar Rally – which is serving as a test bed for some of the 4x4 technologies bound for future production cars.

Lichte referenced Audi's illustrious rallying heritage as a prevailing influence on the project: “If you think about the history of Audi – the rallying success in the '80s with the Quattro and Sport Quattro – it's easy to explain why Audi needs a car like this. And if we talk about Quattro 2.0, it matches even more.”

“I think there is space” for a rugged SUV in Audi's passenger car line-up, he added. “There is potential because there are only two premium players” in this particular segment (Mercedes and Land Rover) “and I think there is a space for a third one”.

The models Lichte references as inspiration are two of the longest-standing and most successful in the SUV sphere. The Mercedes has been sold – almost visually unaltered – since 1979 and the Land Rover Defender can trace its spiritual roots right back to the firm's eponymous debut model, launched in 1948. Each has evolved into a much more refined and exclusive take on its sparsely equipped ancestor, but to great effect: the Defender was by far Land Rover's best-selling car last year, with 66,805 sold, and the G-Class set a new sales record the previous year with 41,174 finding homes worldwide.

Lichte did confirm that, even if Audi is looking to claim a portion of the rugged 4x4 segment, the new SUV will not seek to obviously emulate the blocky, two-box proportions of its rivals: “It will not look like a G-Class and it will not look like a Defender, I can promise you. It will be something else.”

Lichte said Audi's designers have much more freedom afforded to them now as EV platforms essentially allow for a dismissal of the established hallmarks of car design. “Working as a designer is a dream because we're creating not only a new product portfolio, we're creating the car on a white sheet of paper,” he said. Asked if bosses had approved any particular design for the SUV, he said: “It's too early to talk about this, but we have very concrete ideas. Very concrete ideas.”

FELIX PAGE

Audi reinvents the Allroad as 2026 EV

Striking new Activesphere concept previews an all-terrain take on the electric replacement for the A6 and A7 Sportback

The Audi Activesphere has arrived as the fourth and final entrant into the Sphere concept series to give a concrete indication of the German brand's plans for a radical new approach to passenger car design.

As the name suggests, it has been conceived with a focus on catering to an 'active' lifestyle – and so touts impressive levels of functionality and off-road ability. Its relative readiness to evolve into a production car is evident and Audi designers have confirmed that elements including the swollen rear haunches, reshaped 'Singleframe' front grille and trick dynamic OLED lighting patterns are destined for future models.

Design boss Marc Lichte said Audi's board of directors "fell in love" when presented with the concept but a launch isn't on the cards until 2026 because the company's priority in the next three years is "the biggest product launch in the history of Audi", with existing models such as the A3, A4, A6, Q5 and Q7 due to be replaced before any new model lines are introduced.

Lichte added that a production version of this concept would not necessarily replace any current car but hinted at the potential for it to inspire a 4x4-flavoured version of the electric replacements for the A6 saloon and rakish A7 Sportback. "Today, we have an Audi A6 (a low-floor vehicle) or the Audi A7, and there is an Allroad. So, for example, maybe this is the future: Audi Allroad 2.0," he said.

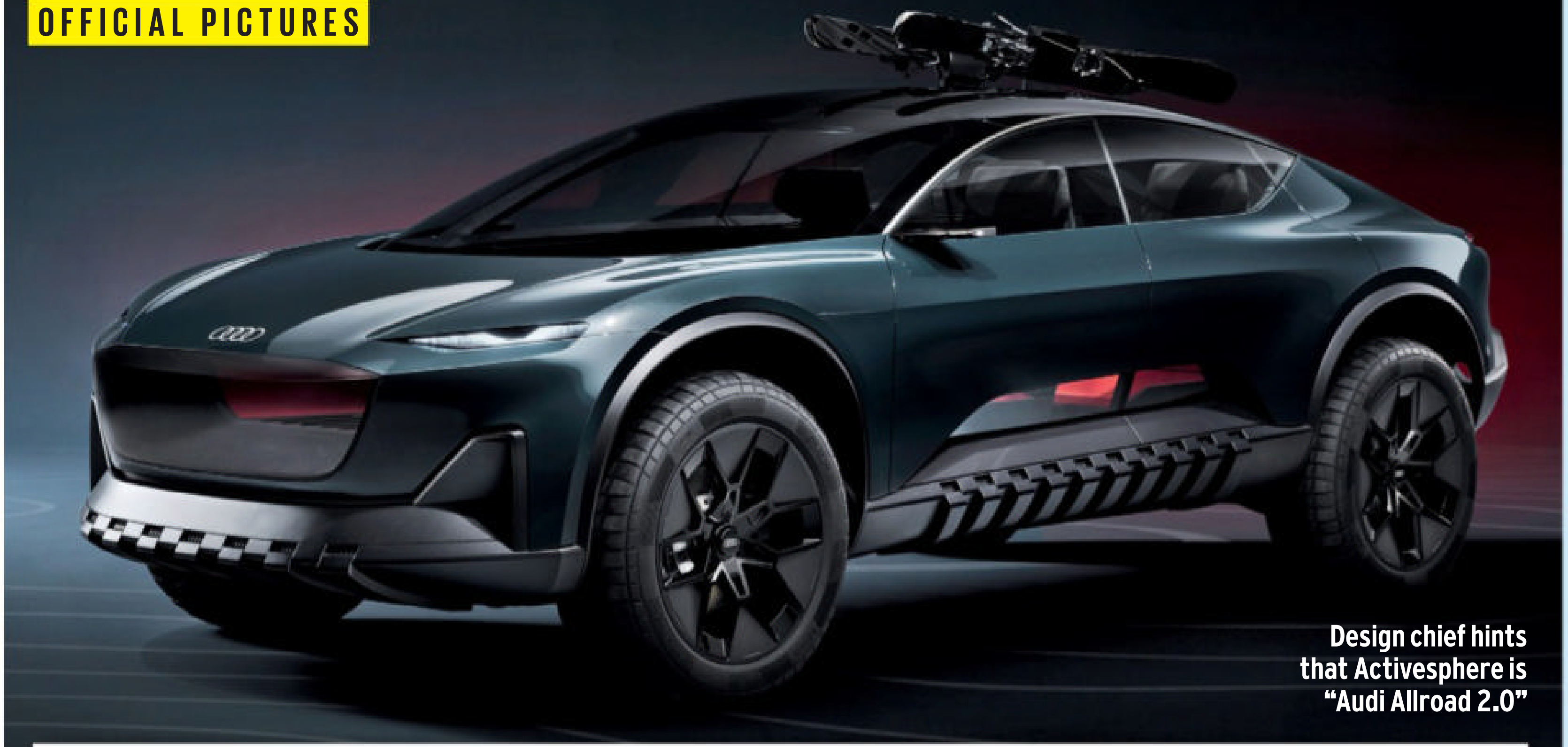
As with the previous Sphere cars and the acclaimed A6 E-tron saloon and estate concepts, the Activesphere sits atop the new PPE platform being developed by Audi and Porsche for use by EVs from both marques, beginning in 2024 with the Q6 E-tron and Macan EV respectively.

It is a static concept but is said to theoretically host a battery of around 100kWh in capacity for a range of "well over" 373 miles, and to be capable of charging at speeds of up to 270kW courtesy of its 800V hardware.

Two motors – one on each axle – combine to give 436bhp and 531lb ft of torque for a sub-5.0sec 0-62mph time, meaning that (on paper) the Activesphere is more powerful and slightly quicker than today's V6-engined S7 Sportback.

FELIX PAGE

OFFICIAL PICTURES



Design chief hints that Activesphere is "Audi Allroad 2.0"

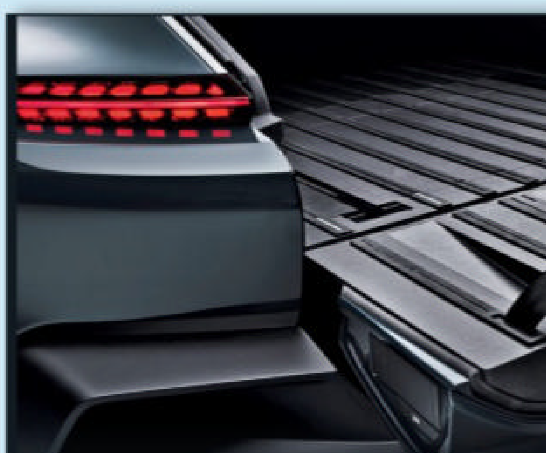
WHEN WILL EACH SPHERE CONCEPT BECOME REALITY?

Grandsphere: 2024
"A very concrete teaser" for the electric A8 successor. "Not 1:1," says Lichte, "but very close."

Urbansphere: 2026
Lichte: "It has to be built. The Chinese market is crazy for space concepts. Audi has to be part of the segment."

Skysphere: sadly never
It was built as a tech showcase and is "definitely not a series-production model".

Activesphere:



IT'S AUDI'S FIRST TRUCK. SORT OF...

The Activesphere's party piece is a highly advanced adaptable rear body section that allows users to carry sporting gear "James Bond style", according to its designer, Charles Lefranc.

At the touch of a button, the rear screen lifts and

IT'S A PROPER SUV

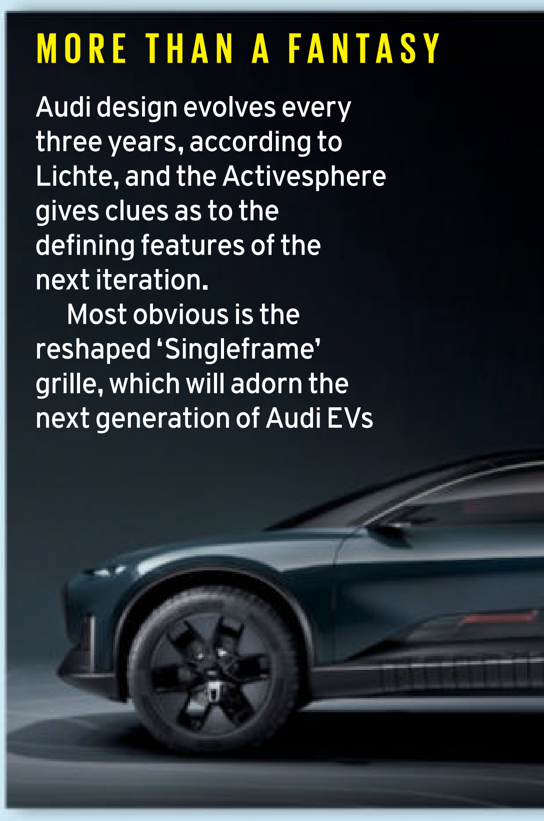
"The skateboard of the car is very robust," Lefranc says of the specially reinforced PPE platform. "It can take the beating when you go on dirt roads or in the snow. Wherever you need to go, this car could take you."

Boosting the car's off-road credentials, its active air suspension can be raised 80mm to give up to 248mm of ground clearance, the wheel faces can open to optimise brake cooling, the front of the car can become 'invisible' so the driver can see the position of the front wheels on the virtual reality display, and its 22in wheels are wrapped in heavy-duty all-terrain tyres. Audi claims 18.9deg approach and 28.1deg departure angles.

MORE THAN A FANTASY

Audi design evolves every three years, according to Lichte, and the Activesphere gives clues as to the defining features of the next iteration.

Most obvious is the reshaped 'Singleframe' grille, which will adorn the next generation of Audi EVs

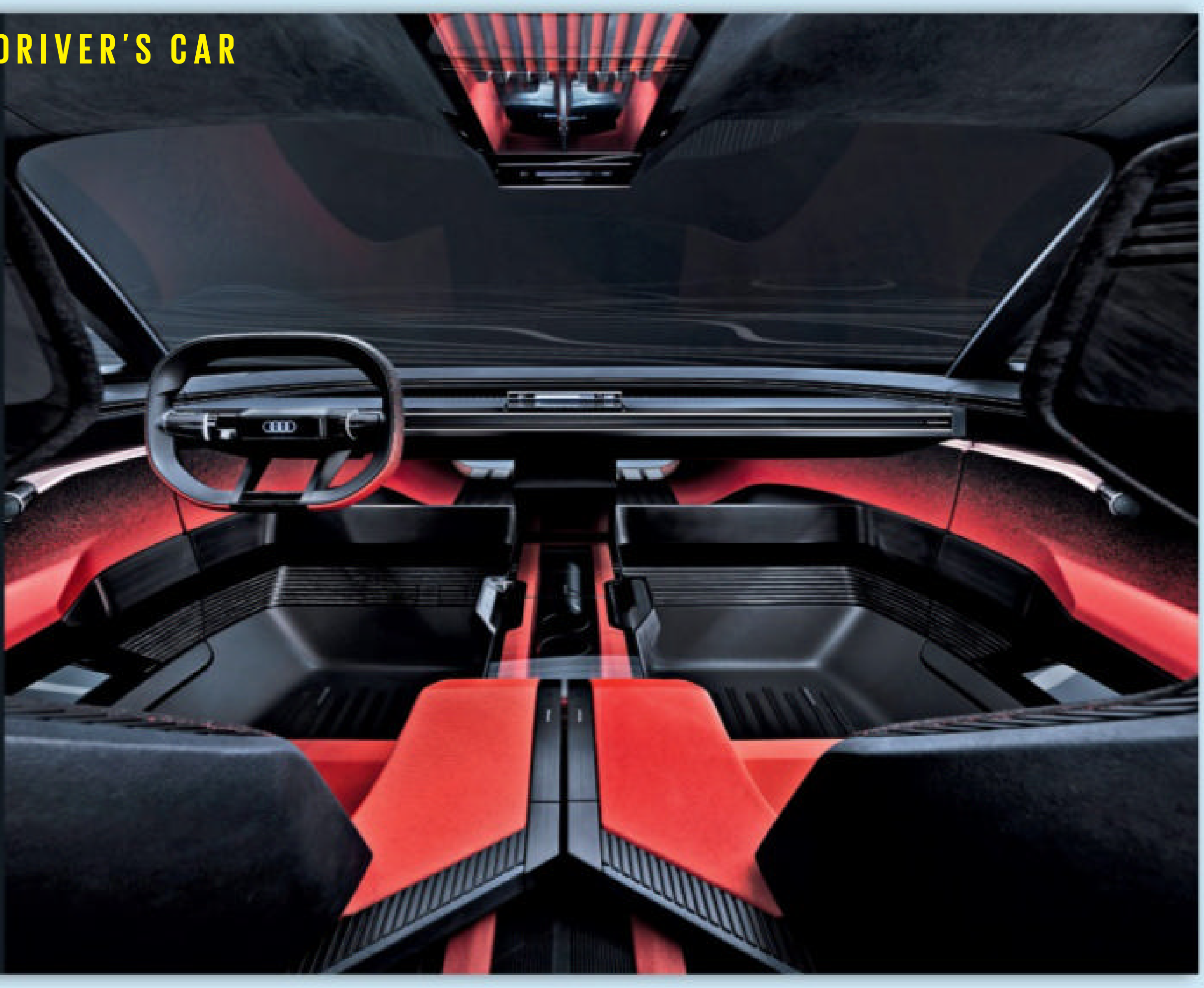


Why it's Audi's most radical concept yet

slides over the top of the car to create an open cargo bed reminiscent of a pick-up truck, complete with a pair of integrated bike stands ("roof racks destroy the aesthetic of a vehicle", according to design boss Marc Lichte) and a full-height bulkhead section that slides automatically into place behind the rear seats to keep the elements out.

from around 2026 (although not in transparent form) as well as the rakish silhouette, sloping roof, muscular rear arches and minimal creases and lines. Although Lichte acknowledged the Bauhaus influence, he laughed off the idea of calling the eventual production version the 'TT-tron'.

IT'S A SELF-DRIVING DRIVER'S CAR



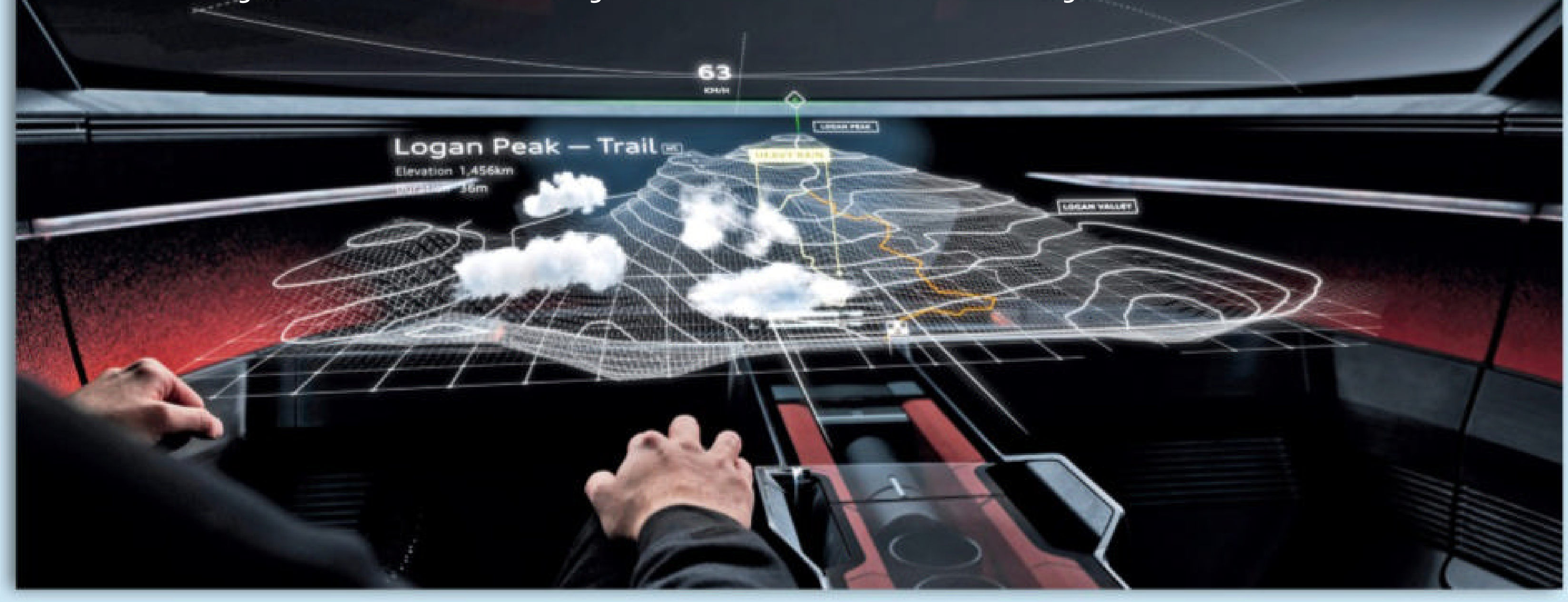
To showcase the scope of its level-four autonomous capabilities – which will allow it to drive itself in designated areas – the Activesphere's pedals, dashboard and steering wheel fold away electronically when not in use to provide a more spacious, lounge-like cabin.

But it can still be a performance car, said Sid Odedra, Audi's UX boss: "With driving in our DNA and Quattro as our heritage, we're also keen to enhance the driving experience. It's not just about being in this lounge cabin and consuming content. As soon as you put your hands on the steering wheel, this interface goes from spatial to driver focused."

NO TOUCHSCREENS. OR TOUCHING

The Activesphere shuns conventional physical controls – and even touchscreens – in favour of an interactive hologram set-up called Audi Dimensions, accessible through a 'mixed reality' headset for the driver and passengers.

The firm suggests that the vehicle's key displays and functions could be hosted in this virtual platform, controlled via gestures and adapted according to the driving scenario. Odedra told Autocar: "We've created a boundless spatial interface with you in the centre. Information can be distributed to the right places, and a key message here also is that we don't want to overload you." It can even display a 3D real-time map of the local area across the centre console, with icons for fellow off-roaders.



Q&A MARC LICHTE, HEAD OF DESIGN, AUDI

Is this your favourite Sphere concept?
"Yes, because the three that have gone before have been bodystyles that existed already. But this is something completely new. We never did a… What shall I call this? What is it? That's the question."

Would you describe it as a performance car?
"Audi is always about performance. On one hand, it's like an Audi A7 elevated, but it's even more because there is the capability of a real SUV. Allroad, of course, has off-road capabilities, but it's not really 'hardcore' like a Defender: that's the idea behind this vehicle."

Some rivals are pursuing a 'Russian doll' approach for EVs. Does that leave the door open for you to be bold?
"Of course. They want to visualise that it's an EV: 'Hello, I'm an EV. I look different.' Our approach is completely different. We're using the potential of an EV platform – bigger wheels, short overhangs – to create the most attractive and best-looking Audis ever. In the past, I was always fighting against proportions because there were combustion engines, the wheels were too small and I wanted a bigger track. I don't have to do this any more. We have big wheels, short overhangs and a flat-floor interior. It's a dream for designers."

Ford's electric SUV breaks cover

New Volvo XC40 Recharge rival will be the first Ford based on VW's MEB architecture

SPY SHOT
FORD'S ELECTRIC SUV

Camouflaged SUV has started testing on public roads

Ford's long-awaited Volkswagen Group MEB-based electric SUV has been caught testing on public roads just two months before a scheduled official unveiling.

The as-yet-unnamed Hyundai Ioniq 5 rival was officially previewed last month, but only in a darkened silhouette image that gave little away beyond its basic proportions and distinctive LED headlight signature.

It will be one of the first Ford models to be designed according to the 'Adventurous Spirit' ethos, to help Ford "connect emotionally with consumers who say they know we're American but don't feel we're American", said Ford's Europe marketing boss, Peter Zillig.

Here, we detail five key aspects of Ford's electric SUV.

FIVE THINGS WE KNOW ABOUT FORD'S IMPORTANT ELECTRIC SUV

● EMPHASISING HERITAGE
In line with a new Ford directive, the electric SUV has been designed to emphasise the firm's American heritage. This will make it stand out from the rest of Ford's European line-up. It looks to be a similar size to the combustion-powered Ford Kuga SUV but is squatter and lower, with a blockier two-box silhouette and straighter edges – cues derived from Ford's US-market F-150 and Bronco SUVs.

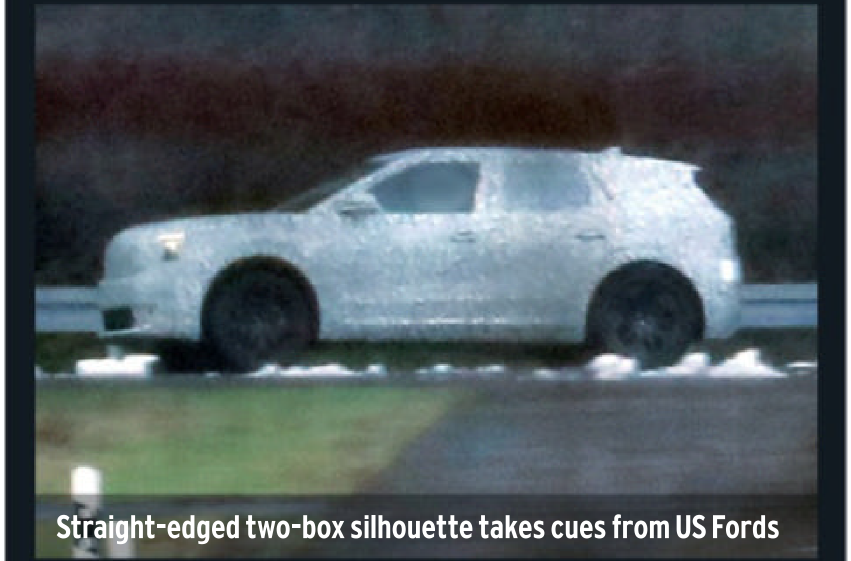
● FRESH LOOK
A new, charismatic light signature will adorn a fresh-looking front end, something that could become a defining feature of Ford's new-era cars. Apart from the new EV's aero-optimised wheel designs, contrasting lower bumper and chunky headlights, everything has remained under wraps.

● FIRST MEB-BASED FORD
It will be the first Ford to sit on the Volkswagen Group's MEB platform – and replace the outgoing Fiesta on Ford's Cologne production line. Its size indicates that it will use the same variation of the MEB platform as the mid-size Volkswagen ID 4, rather than the ID 3's shorter derivative.

● TAKE ON THE BIG BOYS
Its size and silhouette (roughly 4600m long and 1850mm wide) mean it will be aimed at cars like the Toyota bZ4X, Nissan Ariya and Volvo XC40 Recharge. So we expect it to arrive with a choice of rear- and four-wheel-drive powertrains, offering outputs ranging from 146bhp to 295bhp. A pair of battery options could give around 210-300 miles of range.

● ACTIVE ADVENTURE
The new MEB car will form part of Ford's Active Adventure model line, with other mid-size SUVs such as the Kuga. It will join three other 'families' in this new age: Wild Performance for the Ford Mustang line, Urban Escape for "statement-making models" like the Puma and Ultimate Outdoor for hardcore off-roaders such as the Bronco.
FELIX PAGE

Fresh light signature and front end point to new-era Ford look



Straight-edged two-box silhouette takes cues from US Fords

Ford's new electric SUV will shed its disguise in two months

BYD IN FRAME TO BUY FOCUS FACTORY

Ford will hold talks with Chinese giant BYD concerning a sale of the American firm's factory in Saarlouis, Germany.

Citing sources familiar with the matter, The Wall Street Journal reported that discussions are at a preliminary stage and might still fall through. As such, the terms of a potential deal – such as the price – are currently unknown.

Ford said in a statement supplied to Autocar: "As we've previously said, we're investigating various options for the future and sustainable use of the Saarlouis site.

"As part of this process, we're in ongoing discussions with a number of potential buyers and have nothing further to add at this time."

Limited-run 625bhp B5 GT is Alpina's most powerful car yet

ALPINA HAS REVEALED its latest ultra-limited model, which will go on sale as the most powerful model the Buchloe-based firm has made.

The new BMW Alpina B5 GT, on sale now from €145,500 (£128,410) and available in saloon and Touring estate bodystyles, is powered by a twin-turbocharged 4.4-litre V8 petrol engine producing 625bhp and 626lb ft of torque.

It surpasses the B8 Gran Coupé, the XB7 SUV and the standard B5 (which it replaces), which all produce 612bhp and 590lb ft, as the firm's most powerful car.

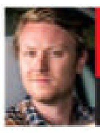
The saloon can dispatch 0-62mph in just 3.4sec and the Touring takes just 0.2sec longer. Power is managed by a ZF eight-speed automatic transmission.

Alpina says the increase in power over the standard B5 is due to optimised air intakes and updates to engine software and boost pressures.

Other changes include bolstered handling thanks to front-end reinforcement with a new dome-bulkhead strut and optimised roll support.

The car's interior is finished with nappa or merino leather, walnut wood trim, B5 GT lettering and Alcantara sports seats.

The B5 GT is limited to just 250 examples and each car gains a unique stainless steel production plaque attached to the centre console, while the engine bay displays the model's production number. Deliveries will start in July.



IT'S DIFFERENT FROM AN M5 CS

RICHARD LANE

It's tempting to view the B5 GT as an answer to BMW's M5 CS, but the clue is in the name. The Alpina is badged 'Grand Touring' while the M car is designated 'Club Sport'. You can therefore guarantee that while the CS has gone off in search of pastures more hardcore, this new B5 GT will retain much the same perfectly restrained persona as the existing B5. Perhaps, then, it's better to think of the GT as what Alpina would have usually named the B5 S – the 'S' often being added for the mid-life facelift.

As for the limited run of 250 cars, it is probably about what Alpina would expect to sell anyway. For the E60 generation, only 179 examples of the post-facelift B5 S were sold.

Not that this should dilute just what a deeply special car the B5 GT should turn out to be. Its little B3 brother will edge it on B-roads, but everywhere else the GT will be king.

> "It's powered by a twin-turbo 4.4-litre V8 petrol engine producing 625bhp and 626lb ft"

OAL GT 850
OAL GT 634
ALPINA

B5 GT is sold in saloon and estate guises, priced from £128,410

VW Group shuffles design chiefs

BENTLEY DESIGN BOSS Andreas Mindt has replaced his counterpart Jozef Kaban at Volkswagen.

Mindt, who has headed Bentley design since January 2021, will be replaced in Crewe by Tobias Sühlmann, who already oversees Bentley's exterior design department, having joined in late 2021 following stints at Bugatti, Aston Martin, McLaren and Volkswagen.

Kaban, who was responsible for the VW ID Buzz, has been given the role of creative art director for VW. The high-profile job shuffle is a result of internal reaction to some of Kaban's recent designs.

It had been widely reported that one of his most recent creations, the 2021 ID Life concept, was taken back to the drawing board for a redesign after its reveal in Munich and VW CEO Thomas Schäfer is said to have asked for the brand's delayed Trinity EV to be redesigned as a crossover, rather than a saloon.

Kai Grünitz, VW board member for technical development, said: "Andreas Mindt will shape Volkswagen's design language in the upcoming decisive phase of our transformation. I am looking forward to working with him."

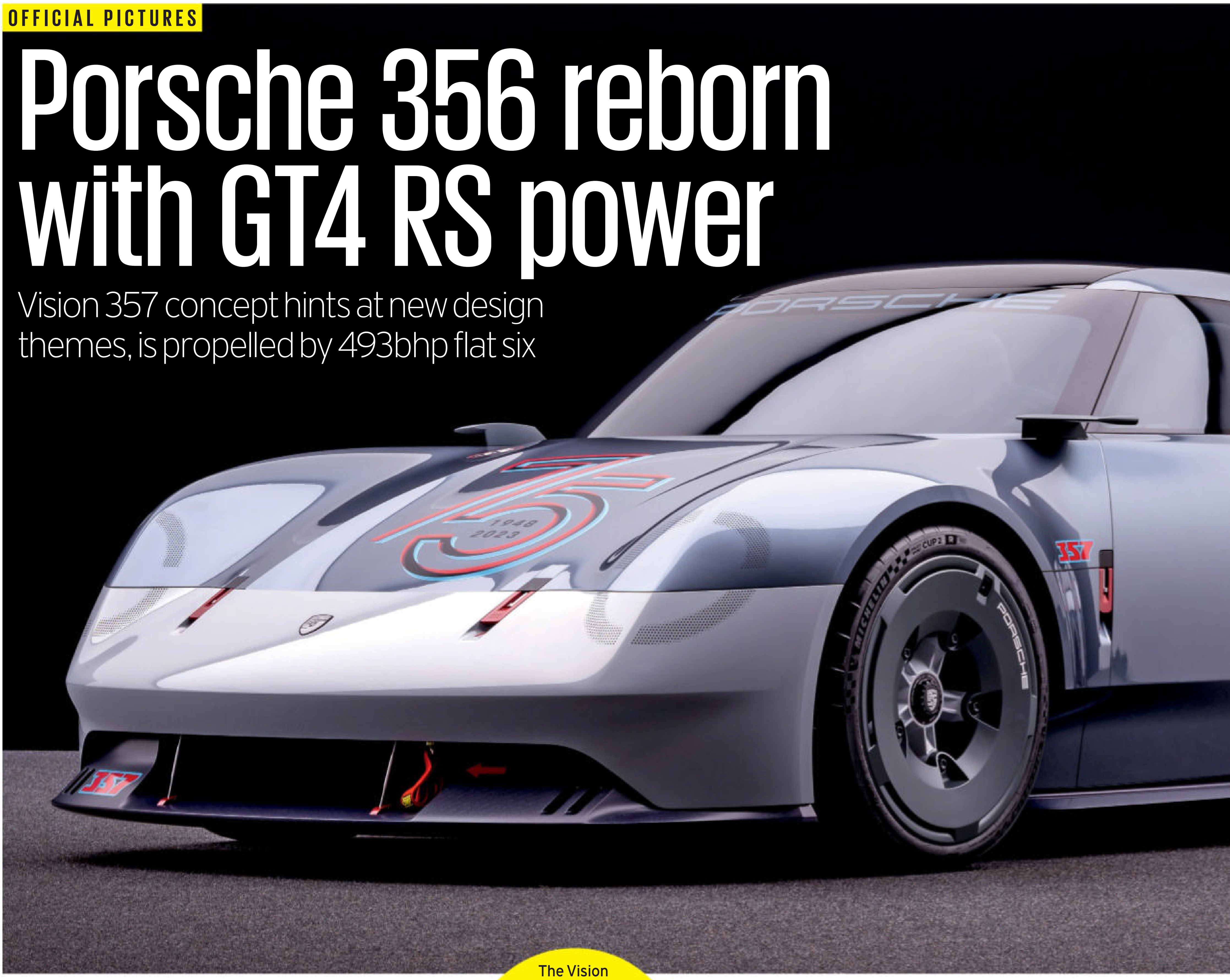
Kaban takes a new role as Volkswagen's creative art director

Mindt moves from Bentley to become VW's head of design

OFFICIAL PICTURES

Porsche 356 reborn with GT4 RS power

Vision 357 concept hints at new design themes, is propelled by 493bhp flat six



Porsche has revisited its beginnings with this new design concept, created as one of "many" 75th-birthday presents the sports car company will be gifting itself over the coming year.

The Vision 357 is a modern take on the 356, which in 1948 became the first production car to bear the Porsche name and went on to provide the framework for the iconic 911 – which itself turns 60 this year.

The 357 evokes the rakish and narrow design of the 356, also featuring a modern take on its front end, a rounded rear and flared wheel arches. However, although it "liberated" itself from any regulations that apply to road cars, such as those concerning safety, Porsche opted not to bring back the 356's famous split windscreen design.

The 357 wears a special livery with 75th-anniversary logos adorning the doors and the bonnet, giving it the look of a road-going racer.

Michael Mauer, vice-president of Style Porsche, called the 357 an "attempt to combine the past, present and future with coherency" while also showcasing "details that visualise the outlook for the future".

Despite these comments, Mauer wouldn't confirm whether the 357 provides an immediate look into the brand's future stylings and said that it doesn't preview the next-generation 911.

However, he added that "there are elements that maybe will make it one day into production" and hinted these could include the bug-like headlights and body-integrated tail-lights.

"It's one possible solution, or vision, or you could almost say dream," said Mauer.

The 357's virtual exterior mirrors, which are used by Porsche sibling brand Audi on the Q8 E-tron, are also likely to feature on future cars.

Perhaps surprisingly, the 357 doesn't have an electric powertrain. Being based on the

The Vision 357 progressed from pen to metal in less than a year, said designer Michael Mauer. He added that the choice not to use electric power was made because "combustion is cooler".

CHANGE IN LEADERSHIP AT TOYOTA

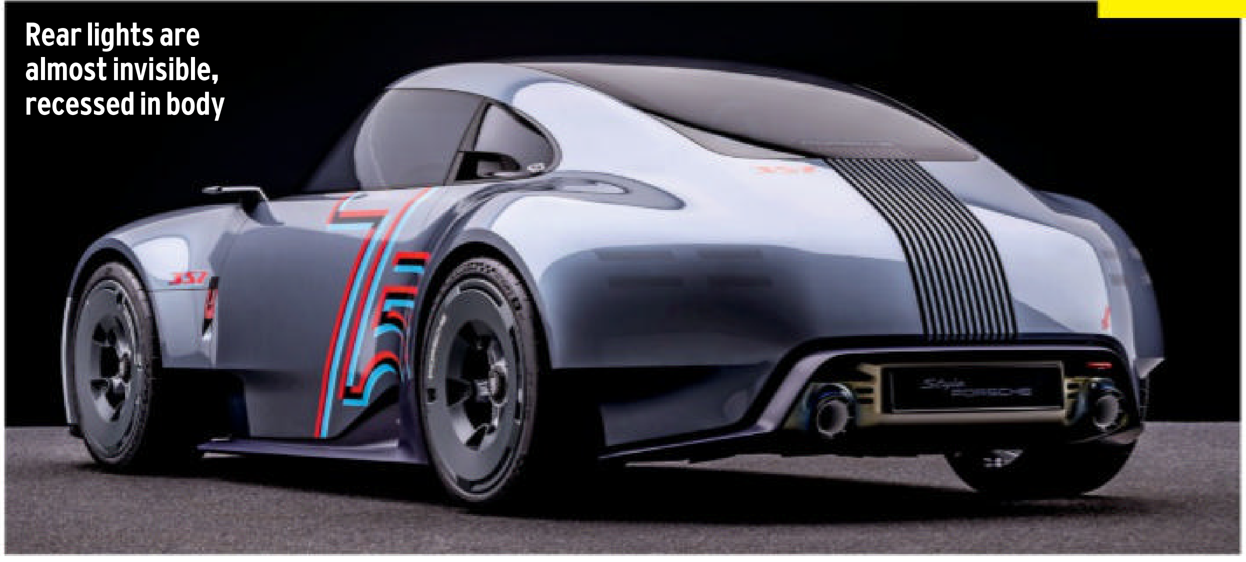
Akio Toyoda is stepping down as CEO of Toyota after 14 years, to be replaced by Lexus and Gazoo Racing boss Koji Sato from 1 April. The 66-year-old Toyoda will take on a new role as chairman of the car maker founded by his grandfather.

GR GAZOO Racing
DENSO
TOYOTA

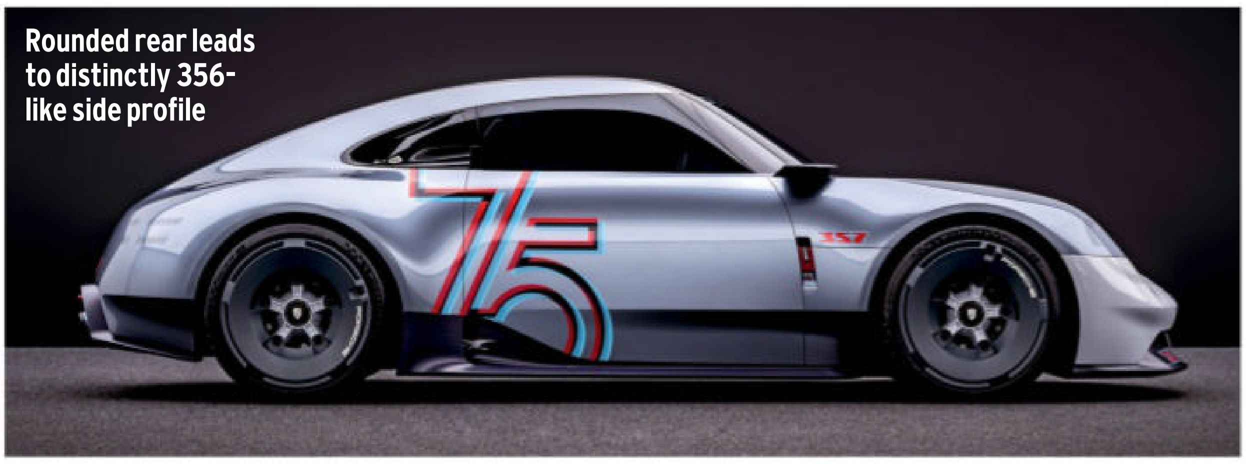
GREEN PROJECTS RECEIVE FUNDING

Low-emissions street lighting and roads made from green waste are among seven projects that have been awarded funding from a £30 million government kitty for decarbonising UK roads. Improving regional connectivity is also a focus.

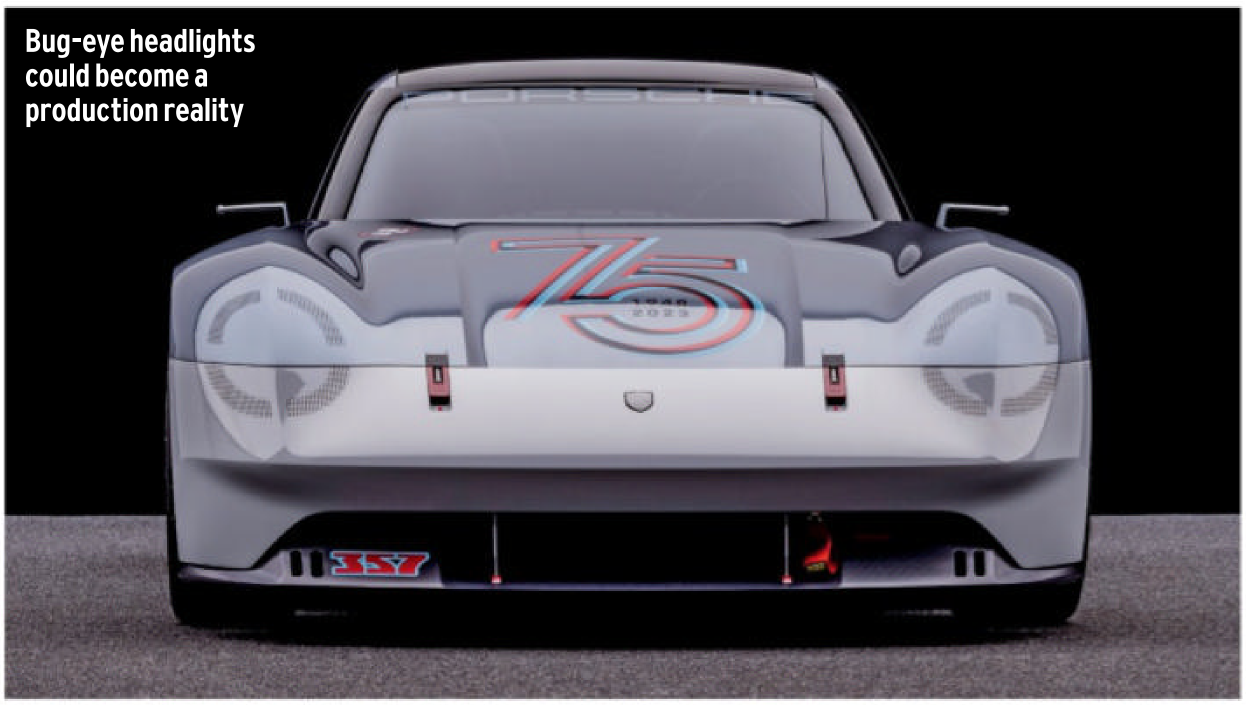
> “It’s an attempt to combine the past, present and future with coherency”



Rear lights are almost invisible, recessed in body



Rounded rear leads to distinctly 356-like side profile



Bug-eye headlights could become a production reality

revered 718 Cayman GT4 RS, it instead has a mid-mounted 493bhp 4.0-litre flat-six engine, albeit recalibrated for running on synthetic fuels.

This represents a very significant upgrade over the Volkswagen Beetle-derived 35bhp 1.0-litre flat four found in the original 356.

As in the GT4 RS, a seven-speed dual-clutch automatic gearbox sends power to the rear wheels, in this case special 20in alloys.

Subtle air intakes in the rear windows hint at the fiery combustion motor mounted behind.

No interior has been created for the 357, said Mauer, but we imagine one similar to that of the 718 Cayman would be likely if this car were put into production.

Asked if we could ever see this happen, Mauer said “it would be possible”, adding: “We always try to do concepts that aren’t just for the sake of doing something. But again, [the 357] is really born as a birthday present. I would love to have this car as well.”

When probed about what else Porsche might have in store for its 75th-birthday celebrations, Mauer told reporters to “wait and see”. **WILL RIMELL**

HOW 356 LAID FOUNDATION FOR PORSCHE SPORTS CARS

The 356 was the first Porsche-badged production model, fulfilling Ferry Porsche’s dream to have his very own sports car.

It arrived in 1948 as a two-seat coupé with a rear-mounted engine, built by hand in Gmünd, Austria.

The 356 entered series production a year later when Porsche moved to Stuttgart, Germany, again as a coupé, with convertible and roadster bodystyles coming later.

As such, it would 15 years later serve as the basis for its successor, the 911.

Production of the 356 ran until 1965, with some 78,000 examples built.

356 was meant to be attainable, now is ultra-valuable

EMERGENCY BRAKING EMERGENCY

Volvo has been forced to recall 106,691 cars – 10,197 of them in the UK – due to a “rare” fault with the automatic emergency braking. The recall covers the brand’s entire line-up. The issue doesn’t affect manual braking.

ESPACE TO BECOME HYBRID SUV

The Renault Espace is being renewed as an electrified seven-seat SUV. Due to be revealed in the spring, the Mk6 Espace will sit on the same platform as the Nissan X-Trail and smaller Renault Austral. It won’t be sold in the UK, however.

Peugeot to renew line-up in image of Inception concept

New picture previews a seven-member family of strongly styled, segment-bending electric cars

Future Peugeot models will take their lead from the radical Inception concept in “challenging conventional silhouettes”, and now an official image has shown just how dramatically they will be reinvented.

Peugeot’s electric line-up preview looks to comprise four low-slung cars – seemingly two hatchbacks and a saloon alongside a more mysterious model in the centre – and a trio of crossovers.

These point to radically redesigned successors to each of today’s models. The influence of the new Inception concept – displayed at the Consumer Electronics Show in Las Vegas earlier this year – is evident in their rakish silhouettes and distinctive ‘claw’ headlight designs, but also because each previewed model looks to be defined by a silhouette that doesn’t obviously belong to any one core market segment.

Speaking to Autocar at the Paris motor show last year, Peugeot’s chief designer, Matthias Hossann, highlighted the benefits of the new 408’s unconventional silhouette – namely that its raised ride height and spacious glasshouse boost practicality, while its rakish roofline promotes efficiency – and said future cars would follow suit.

“It shows the inventiveness of the brand, this new typology of product,” he said. “It’s not a sedan [saloon] any more, it’s not an SUV. It’s something else: a new species, a new breed of car, and I think when you see it physically, you can really appreciate these new proportions.”

Asked why it was important to rethink traditional vehicle categorisations, Hossann said: “We don’t want to be stuck to traditional sedans or SUVs any more,” he said. “We want to push for the future of Peugeot. So every time we design a new

Inception gives clues to future Peugeot designs

New safety laws to restrict Alpine A110 sales in Europe

Alpine says safety system costs would be ‘too expensive’

THE EUROPEAN UNION’S new General Safety Regulations 2 (GSR2) are set to hamper the growing commercial success of the critically acclaimed Alpine A110 sports car.

The new rules mandate the integration of certain cameras and sensors that enable active safety systems to be fitted on all models introduced now and on all existing models from July 2024.

They have already cut short the European-market life of the Toyota GR86 sports car.

The rules won’t drive the A110 out of production entirely, Robert Bonetto, Alpine’s vice-president of engineering, told Autocar. However, they will limit European registrations from 2024 and force Alpine to look to export markets to sustain the car in the last two years of its life.

Bonetto said: “Fitting the necessary equipment in order to meet the standard would be too expensive. The costs couldn’t be amortised before the end of production.”

However, Alpine looks set to use a special exemption from the rules, intended for low-volume car makers, to keep at least some examples of the A110 on sale in Europe.

“The EU is granting a two-year exemption from GSR2 for low-volume car manufacturers who sell fewer than 1500 cars a year here,” continued Bonetto. “We believe we can use that to keep the A110 on sale in its most important European markets until July 2026.”

Silhouettes include that of new 5008 (furthest right)

3008 KICKS OFF RANGE REINVENTION

The 3008 crossover will be the first Peugeot model reborn with influence from the Inception concept – and the first to use parent firm Stellantis's new STLA Medium platform.

Confirmed for an unveiling in the latter half of 2023, the new e-3008 will offer a choice of three electric powertrains, including a dual-motor, four-wheel-drive option – a first for Peugeot.

The French firm has also promised a range of up to 435 miles from the variant with the largest battery.

An electric version of the larger 5008 will follow atop the same platform, most likely with the same array of powertrains and batteries.

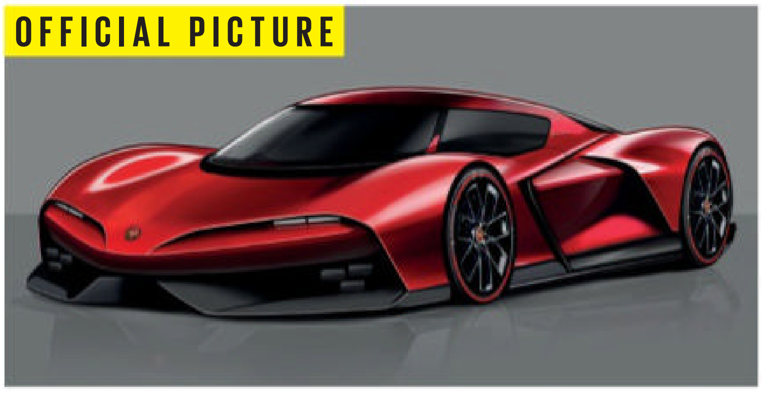
car, we want to challenge the conservative silhouettes that we're used to."

Peugeot explored this messaging further with the Inception concept, which – unusually for a mainstream brand in 2023 – shunned conventional SUV design cues in favour of coupé-esque proportions.

Peugeot was careful to clarify that it wouldn't build a production version of the Inception necessarily but said that future models would draw inspiration from the way in which it covered several segments at once.

Indeed, product director Jerome Micherôn is convinced that the days of the traditional SUV could be numbered, saying recently: "We believe not everything is related to SUVs. We know the customer loves SUVs, but we see also the trend of very aerodynamic vehicles with a low roof for efficiency, so we believe there is life outside SUVs." **FELIX PAGE**

OFFICIAL PICTURE



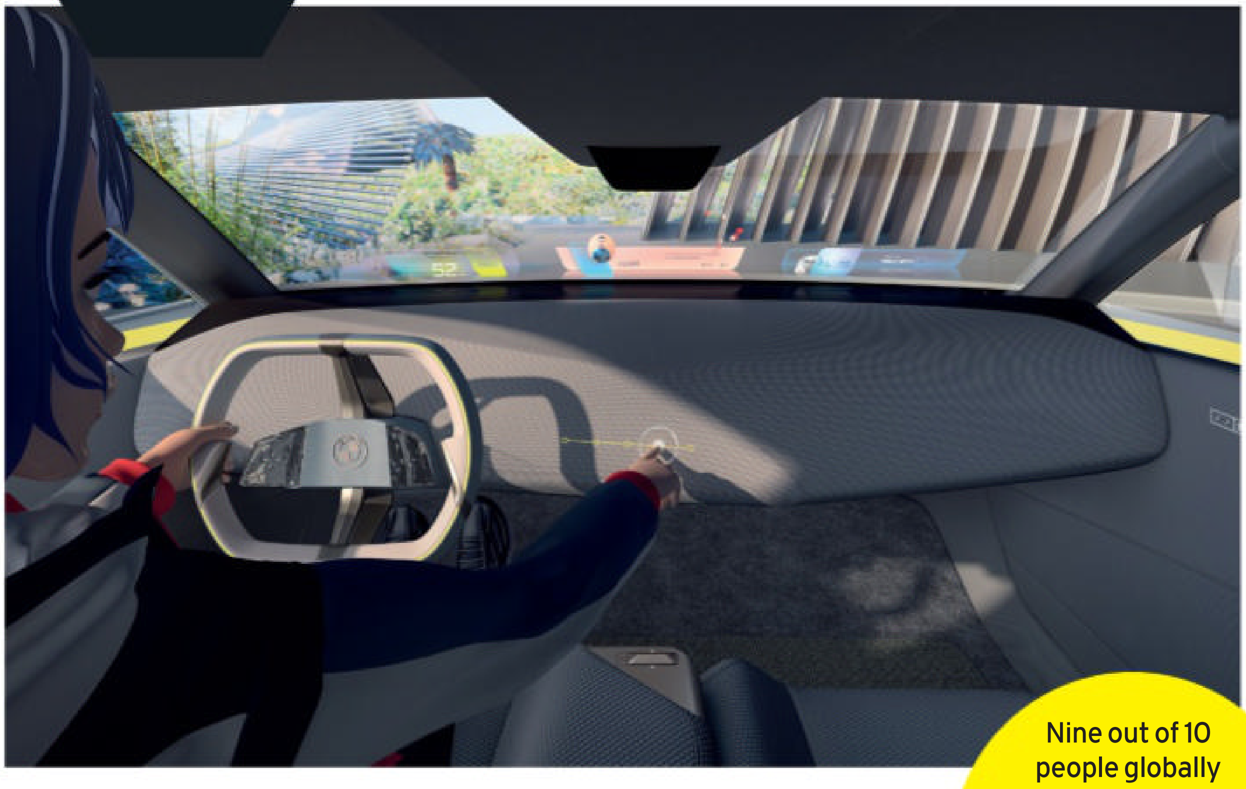
BIZZARRINI ANNOUNCES LIMITED-RUN SUPERCAR

A limited-run supercar will be the first all-new offering from the reborn Bizzarrini firm. Named Giotto, after the original founder, it has been co-designed by Giorgetto Giugiaro (who penned the firm's very first car, the 5300 GT of 1964) and his son Fabrizio. Bizzarrini said it will "look to its heritage for powertrain options", suggesting a V12 engine. Testing will begin next year, with a production run planned for 2025.

UNDER THE SKIN

JESSE CROSSE

A HEADS-UP ON HOW TO MAKE A CAR'S TOUCHSCREEN WORKABLE



Nine out of 10 people globally are right-handed, making it harder to use touchscreens for more drivers in right-hand-drive countries than left.

NO MATTER HOW hard it tries, the car industry struggles with finding a perfect or sometimes even a half-decent answer to the interaction between driver and car. The move towards touchscreens to reduce the complexity of myriad buttons as cars grew more complicated proved to be something of an own goal. Arguably, touchscreens cause as much distraction in a car as they were designed to avoid, but could they be improved by using head-up displays (HUDs)?

Although plenty of premium cars have them, they're still more of a gimmick, rather than a vital feature that arguably should be standard equipment, but what if some aspects of HUDs and touchscreens could overlap more? HUDs in cars have been around for three decades but few have progressed beyond the absolute basics of projecting speed and simple navigation.

One or two have adopted a level of augmented reality display with flying-arrow sat-nav turn signals, but new technologies could soon go much further than that. Volvo and BMW have announced plans for whole-screen augmented reality windscreens, while giant automotive technology supplier Continental has shown full-width HUD technology in the form of a band across the base of the windscreen.

Volvo Cars' venture capital investment arm, Volvo Cars Tech Fund, has bought a stake in Israeli company Spectralics. The tech firm has developed a "multi-layered thin combiner", which integrated into windscreen or window glass can overlay images onto the glass. The tech makes a whole-screen HUD possible without a projector. BMW says it will launch some sort of whole-screen or full-width HUD in 2025 and has shown examples in the i Vision Dee concept car at CES 2023.

So could touchscreens (and other controls) be transposed onto or integrated with a full-screen HUD? For example, using gesture-control-related tech like Intel's Realsense hand-tracking camera-based system, the driver's hand detected in front of the touchscreen could trigger the ghosted display of the touchscreen in the driver's line of vision via the HUD.

The same tech, or capacitive discharge touchscreen technology, might then be able to display the position of the driver's fingertip relative to the touchscreen as a crosshair or cursor. That way, drivers could target and use touchscreen buttons without moving their eyes from the road and passengers could still use it too.

Areas of the steering wheel could also be used as laptop-style trackpads, with underlying clickable hotspots replacing the buttons that normally reside there, such as radio volume and cruise controls. Touch the trackpads and ghost buttons appear in the line of sight, avoiding those risky downward glances. Although so many current interface technologies haven't gelled with or made the transition from digital devices like phones or pads to cars in the way it was hoped, maybe getting them to work in sync could make a difference.

NEXT-LEVEL HEAD-UP DISPLAY

Harman's Ready Vision, revealed at CES 2023, combines an augmented reality HUD with AR sensors and software with artificial intelligence and machine learning to display "right and relevant" information without obstructing the driver's view. The system has low-latency (fast-reacting) real-time object detection and gives audio as well as visual alerts.

HARMAN AUTOMOTIVE

UK car production hits a 66-year low

The last time the UK made fewer cars was the year Austin launched the A35. We analyse the reasons

Last year was the worst for car production in the UK since 1956, with output throttled by ongoing supply shortages and the recent closure of two of the country's largest plants.

New figures from the Society of Motor Manufacturers and Traders reveal that 775,014 cars left UK factories in 2022, down 9.8% on 2021 but – more starkly and significantly – a huge 40.8% shortfall compared with pre-Covid 2019, when more than 1.3 million cars were built here.

The impact of Honda's factory in Swindon closing in mid-2021 and the end of Vauxhall Astra production in Ellesmere Port in March were evident, but it was not just these two shutdowns that brought about the decline, as SMMT CEO Mike Hawes explained: "The global shortages in the supply chain, most obviously of semiconductors, affected different companies, as always, in different ways.

"Some of the small-volume manufacturers, especially those who have larger parents, were generally okay on supply – and consequently, their volumes were very strong. Other companies were more exposed."

Illustrating his point, production of the Corolla at Toyota's Burnaston plant dropped from 130,739 to 105,590 units year on year and Jaguar Land Rover's UK output was down 8.1%.

The SMMT also blamed a succession of Covid lockdowns at Chinese component suppliers and the restricted supply of wiring harnesses from Ukraine as factors in the downturn.

There was better news to be found at the lower-volume premium marques, with Bentley and Rolls-Royce boosting volumes by around 8%, but Hawes said the UK's car industry cannot be wholly sustained by low-volume production, however profitable it becomes.

"You need large-volume manufacturing to sustain the supply chain," he told Autocar. "And there are so many vehicle manufacturers that have had an absolutely torrid time because they're going further down the supply chain by definition.

"It's harder to forecast and predict what your volumes are, and hence what your finance arrangements can be. So they need large amounts to sustain domestic supply chains – and you need a domestic supply chain. That's part of the competitive offering that any location will have."

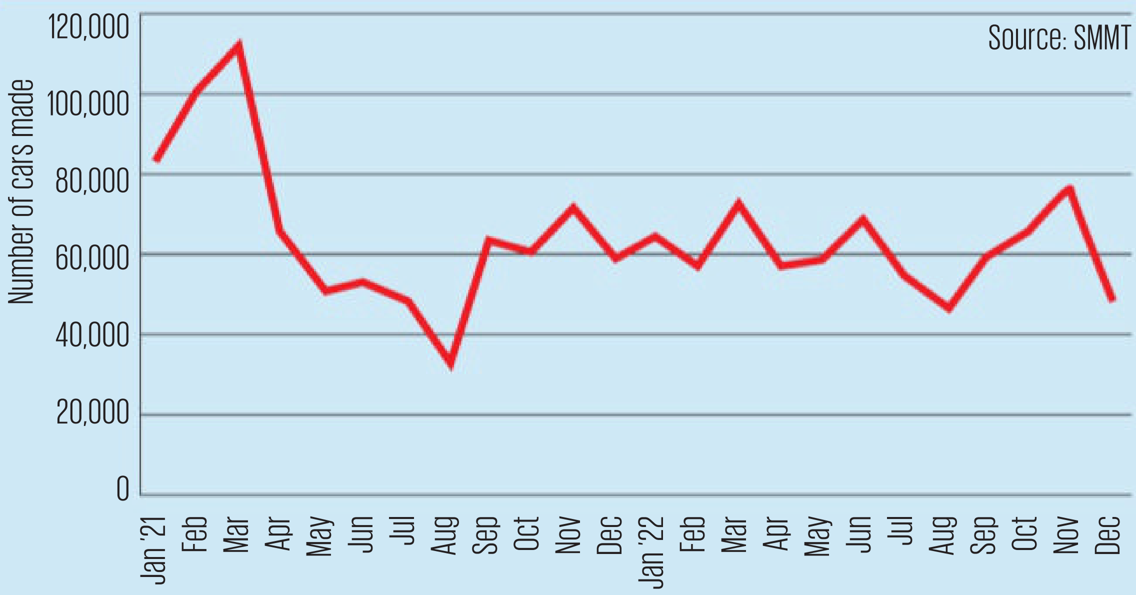
Last year, roughly a third of all cars (234,066) produced here were electrified and these accounted for 44.7% of all exported cars, which is a hugely significant tally given that 80% of all cars built here were shipped out of the UK.

Approximate investment into the electrification of the UK's automotive industry totalled £4.5 billion. However, further investment into local production – of both cars and the batteries needed to power them – is crucial because rules of origin coming into force next year will impose heavy export tariffs on any UK-built EV that is not powered by a battery also built here.

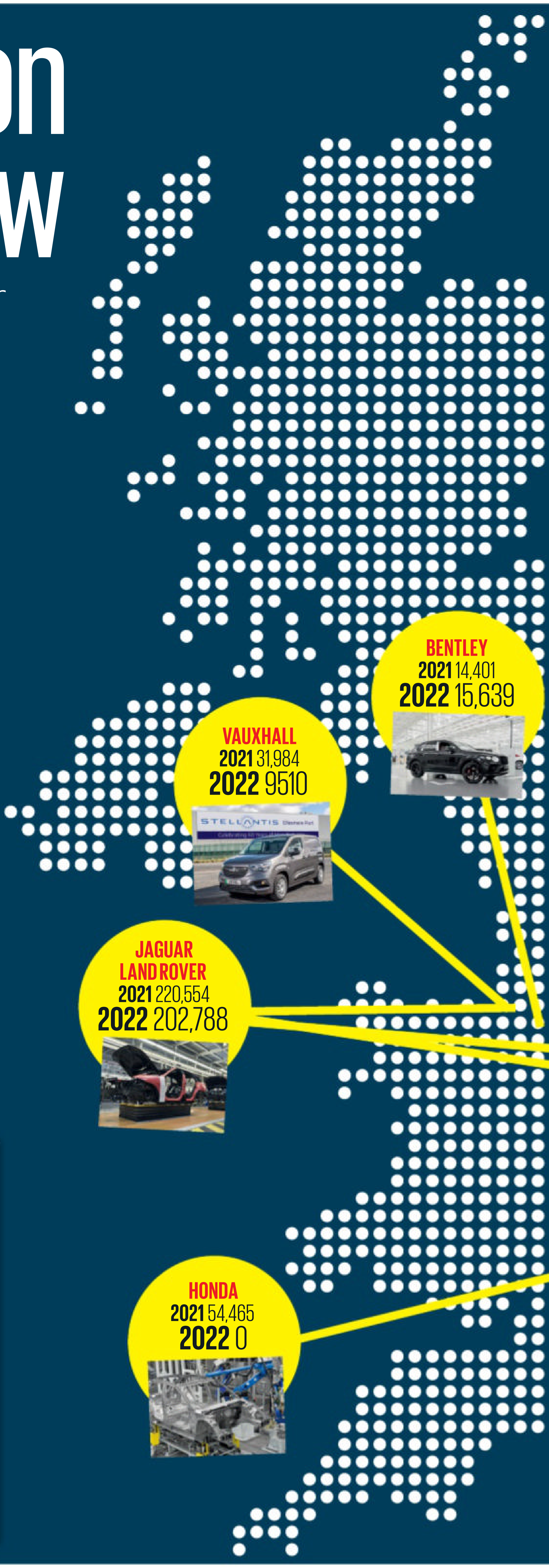
Hawes was optimistic about the potential to achieve this investment: "We certainly believe that there is opportunity to grow the industry. We need to attract investment as we increasingly electrify the products we make. We need investment in battery facilities."

FELIX PAGE

HOW UK CAR PRODUCTION HAS FALLEN



Source: SMMT



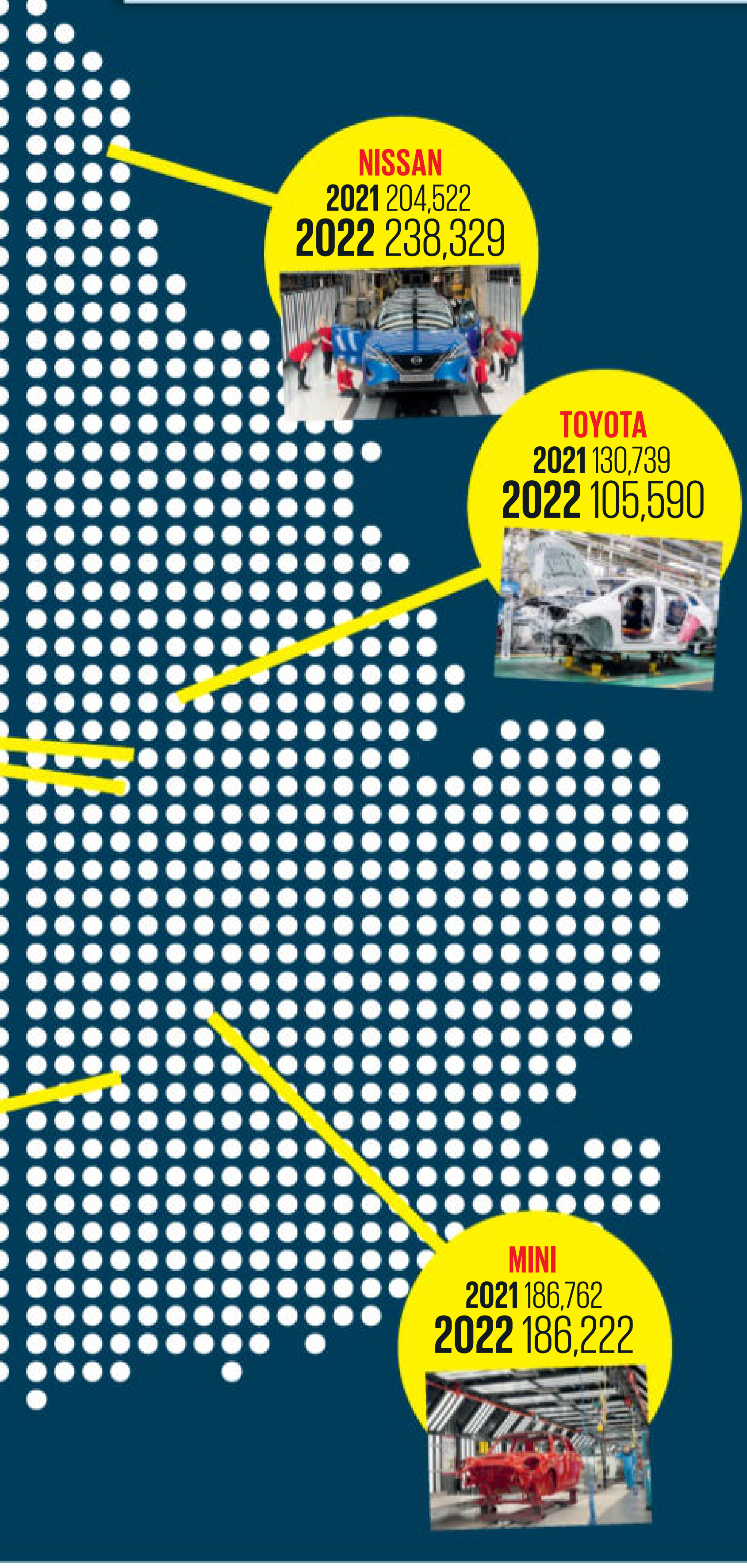
GETTY IMAGES

JAGUAR LAND ROVER RETURNS TO QUARTERLY PROFIT

Jaguar Land Rover has posted its first profitable quarter since 2020 off the back of rising sales of its Range Rover line-up.

The Tata-owned company said it earned £265 million in pre-tax profits during the quarter ending 31 December, up from a loss of £52m in the same period the year before.

JLR's last profitable quarter was the final three months of 2020, with the firm subsequently dealing with the headwinds of rising costs, shortage of key parts including chips, and difficulty ramping up production of the Range Rover and Range Rover Sport.



MIKE HAWES ON…

WHO COULD INVEST IN UK AUTOMOTIVE

"New entrants tend to come from China now. Will they establish European production facilities at some stage? As you grow, you tend to want to build close to where you sell. Many of them already have R&D facilities here."

BOOSTING UK CAR OUTPUT

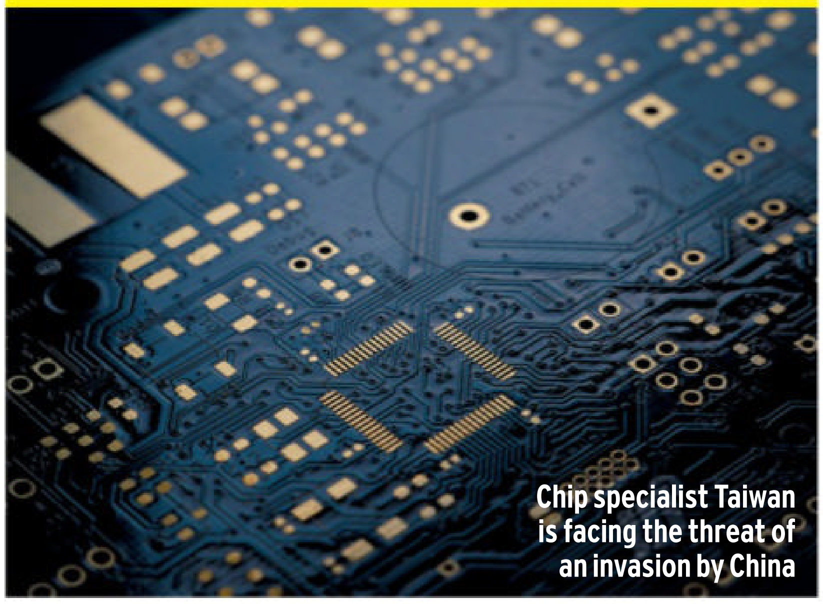
"We certainly believe we can get back to a million, but getting towards two million would require significant new entrants coming into UK manufacturing. We would certainly welcome that. The UK is a very open market. We're trying to ensure that any trade deals don't just address trade exports but also investment."

THE LABOUR CRISIS

"We used to have a skills crisis because you need to invest in people. But now we haven't got the people to invest in, in certain areas. We're doing what we can to try to attract people from local communities and broader society. But it is difficult, not just in this sector, to find the people you need and get them into manufacturing."

Jim Holder

INSIDE INFORMATION



Chip specialist Taiwan is facing the threat of an invasion by China

FOR AROUND A decade now, the automotive industry's worst-case scenario has kept getting worse, with lowlights ranging from the emissions scandal and its fallout to the pulling forward of electric car mandates by a decade, the ramping up of safety and pollution standards, the pandemic, Russia's invasion of Ukraine and more.

But if you can forgive looking at a much bigger picture through the myopic lens of automotive, the escalating threat of China invading Taiwan has implications that extend far deeper than anything that's hit so far. Even the threat of invasion of this island between the East and South China Seas is enough to make your next car cost more – but military action would almost certainly unleash a tide of woe on a scale hitherto unseen.

Most significantly, Taiwan manufactures about 70% of the world's advanced semiconductors, and while the past 18 months have taught automotive to both expand and diversify its supplier base, the finest expertise and capability remains concentrated within its 24 million inhabitants. Cars, computers, smartphones, televisions and more rely on them. Moving that expertise could take decades.

Even if – as seems likely – the Taiwanese cede swiftly to the Chinese in the event of an invasion (it has 200,000 permanent troops, to China's two million), the semiconductor industry embedded there is likely to crumble. Getting the workers to do their jobs in the face of occupation is one challenge, but these factories are dependent on raw materials from the West, with no Chinese alternatives, and therefore represent one of the few bargaining tools in the wider perspective of any combat.

In such circumstances, a period of stalemate is inevitable. Any loosening of restrictions is likely to be a compromise that suits nobody. Estimates suggest a war that lasted just one year would cut US gross domestic product by 5-10%, and China's by up to 25%, with Europe somewhere in between. That's economic meltdown to make today's cost of living crisis look like a bump in the road.

Given that doomsday scenario, it's little wonder that car companies are already hard at work trying to unravel their dependence on Chinese suppliers, fearing everything from disruption in the chain to total blockage from sanctions. But it takes time – and in automotive circles, 'time' is typically one vehicle life cycle, an average of seven years.

China's hegemony was a result of its ability to undercut everyone else, and while there are low-cost manufacturing nations elsewhere, it seems inevitable that the result will be higher prices.

Even if president Xi Jinping chooses discretion and nothing of note happens, the mitigations will have an effect. The fallout from this dizzying era of disruption rumbles on, and the era of the low-cost car, already under threat from so many angles, is truly over.

Main event will be staged at Doha exhibition centre

Qatari tie-up revives Geneva show

Swiss organisers setting up "ultimate motoring festival" in Doha confirm 2024 rebirth

The organisers of the dormant Geneva International Motor Show (GIMS) have announced plans to first lend their expertise to the running of the "ultimate festival of automotive excellence" in Qatar this year and then to bring back the traditional event at the Palexpo exhibition centre in Switzerland next February.

The organisers believe the new event can attract 200,000 visitors to Doha, the capital of a country that bills itself as the "most open" in the Middle Eastern region and is currently basking in the glow of a successful football World Cup.

The festival will be staged between 5 and 14 October – coinciding with Formula 1's Qatar Grand Prix, to be held at Lusail from 6-8 October – and is scheduled to run every two years thereafter.

It's part of a bold move by Qatari authorities to increase the country's tourist numbers, currently around two million a year, to six million by 2030. Their stated aim is to convert Qatar "from a stopover to a destination".

The Qatari motoring festival will have three main strands: a static exhibition in the capital's centrally located Doha Exhibition and Convention Centre (DECC); a series of driving events at the Lusail circuit, which is just 12 miles to the north; and a programme of off-road driving events at Sealine, where the desert meets the ocean just south of the city.

Lusail will host both F1 and motor show visitors in October

Exhibitors are being invited to set up their own desert camps in the Sealine region to attract the 4x4 enthusiasts who abound in Middle Eastern countries.

In addition, a new automotive museum that is officially due to open in 2025 will display part of its "exceptional" classic car collection.

Mesquita insisted there was never a plan to move the Geneva motor show to Qatar, as was previously speculated.

Sandro Mesquita, who was appointed GIMS CEO in June 2020, soon after Geneva disappeared from the international show schedule amid the pandemic, has promised "a wide range of unique driving experiences" in Qatar this October.

A key feature will be the Parade of Excellence, designed to attract show participants and local car enthusiasts alike, on the Doha Corniche – a four-mile-long seaside highway.

Mesquita declined to name the major car companies that he claimed have "registered" for the event, but he contended that reaction had been "very positive" since a 40-strong group of manufacturer representatives were invited to visit Doha last November to hear plans and visit facilities.

Mesquita: tasked with returning Geneva to motor show calendar

The names of participants will be available soon, said Mesquita, but the organisers are currently "not allowed" to announce them.

The DECC has five halls covering 23,000 square metres, promising an event "on a human scale" similar in size to traditional Geneva shows, said Mesquita.

The plan is to stage global launches as well as revealing cars that are new to the region.

An emphasis is likely to be on major European firms, although, "like in Paris [last] year", Mesquita expects strong participation from the Chinese companies that are currently bidding to increase their worldwide export markets.

Although Middle Eastern countries are well known for their high interest in large 4x4s, hypercars and super-luxury models and Qatar has the fastest-growing car market in the region, the organisers pointed out that Qatar has a National Vision 2030 policy similar to the European Union's, designed to boost interest in EVs and improve charging infrastructure.

Mesquita was reluctant to say much about the 2024 Swiss show – beyond fixing the dates between 26 February and 3 March – but agreed there was an imperative for organisations like his own to fight the decline in traditional motor shows.

Next year's Geneva event will be familiar to traditional attendees, added Mesquita, although "important changes" will be made. More details will be available "soon".

STEVE CROPLEY

INDUSTRY FRONT LINE

AUTOCAR BUSINESS

This week's biggest stories on autocar.co.uk/autocar-business

SOFTWARE IS 'MOUNT FUJI' FOR TOYOTA

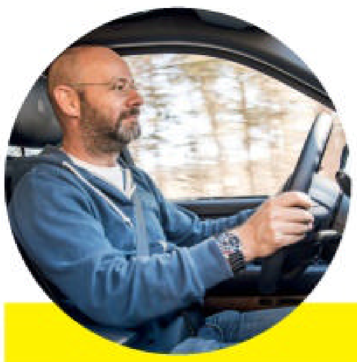
If ever there were a company whose strategy contradicted the 'move fast and break things' philosophy of the software industry, it would be Toyota. We take an inside look at its Woven Planet division in charge of the Arene operating system, which is due to arrive in 2025, to learn how it's keeping pace in this brave new world.

HOW TO SAVE THE PLUG-IN HYBRID

Buried in the Euro 7 emissions regulations was a new set of rules (Euro 7G) aimed at plug-in hybrids, forcing them to switch to electric power in specific geographic areas. As zero-emission zones become increasingly common, could this new badge of approval offer the declining powertrain a crucial lifeline?

NO COVID RECOVERY BEFORE... 2030

New data supplied to Autocar Business by American analyst Auto Forecast Solutions predicts that the UK's new car sales won't rebound to pre-Covid levels before 2030. We break down the factors threatening the market's recovery, including Brexit, inflation and electrification, and evaluate the merits of the prediction.



Matt Prior

TESTER'S NOTES

This is how dynamics engineers spend much of their time nowadays

Either they don't understand the question or they're pretending not to. I'm asking two Ferrari engineers which company made the simulator they've just shown in a video and told me lots about, having used it so much during development of the Purosangue (you can read my review next month), but they're being coy.

Eventually it becomes clear they would rather not say. And besides, they tell me, "at least half" of the simulator is Ferrari's own work.

I asked because simulation is an area shrouded in more mystery and secrecy than almost any other part of the car business, bar the advanced design studio stuff. The latest 'driver-in-loop' simulators give companies a competitive edge and offer millions in cost savings. And, as it happens, it's an area in which the UK is world-leading.

This is, I think, the first time that Ferrari has talked to me at any length about how it uses simulators in road car development.

An angle perfected using a simulator

> "In among all of the cold, hard, secret detail, there are still some nuggets for the childish"

In the Purosangue's case, I can see why it's so crucial: this is a terrifically complex car. Not only does it have a height and a purpose like no other Ferrari before it but also a huge raft of technology is required to make it real: a dual-clutch transaxle with an electronically controlled limited-slip differential, a two-speed gearbox at the front with two clutches, electric steering, braking by wire, stability control, traction control, multiple other functions and possibly the most baffling Multimatic suspension I've ever encountered – active, of course. Without a simulator, I don't know where you would start tuning it all.

There are two things about telling these stories, though.

First, there's that confidentiality issue. I recently visited Norfolk to try Ansible Motion's latest and greatest simulator, the Delta Series 3, which fills an entire room, another hosting its brain. Obviously it's mega, although for eejits like me it's easy to worry too little about pure technical accuracy, which is what engineers want and need, and too much about immersion, which is what you want for gaming but which engineers quickly grow tired of when spending all day thinking about low-speed steering responses. Anyway, Ansible would obviously like to tell the world, but most of its clients (which newly include Continental and Honda Racing) wouldn't.

The second thing is that a big, quiet warehouse-size room with a projector in it isn't that sexy compared with imagining a driver drifting around mountain hairpins on a test track.

"Our Delta full-size dynamic simulators have measured latencies of less than 10 milliseconds for all six primary motion axes," says Ansible, which isn't quite as cool as "mate, did you feel the way the back went light through Schwedenkreuz?" but is probably of quite a lot more relevance.

As cars get more and more complex, the use of simulators only gets more and more important. But in among all of the cold, hard, secret detail, there are still some nuggets for the childish.

Honda Racing's chief engineer, Kazuharu Kidera, says that "the two main improvements with the new [Ansible] simulator are that drivers can feel the rear end more accurately and it's easier for them to catch the car when it does start to oversteer".

So there's still time to focus on the things that make us smile when the actual cars arrive.

GET IN TOUCH
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AUTOCAR

MY WEEK IN CARS

Steve Cropley
& Matt Prior

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Steve Cropley

MY WEEK IN CARS

Legendary F1 engineer John Cooper signed Cropley's NSX...

...which he greatly enjoyed running through 1998

Ford allegedly scanned this I-Pace to design its Mach-E

SATURDAY

Isn't it amazing how disconnected events form themselves into unexpected sequences? For a few miles today, I followed a lovely late-1990s Honda NSX in gold and black, identical to one under whose wheels I put 30,000 miles back in 1998. Later that day, out of nowhere, a friend started talking about Doug Nye's superb 1986 book Cooper Cars, important to me because I grew up with the legend of Charles and John Cooper and their rear-engined racers. The father-and-son duo won 16 championship grands prix, took two constructors' titles, won two drivers' titles through Sir Jack Brabham and changed Formula 1 cars forever.

The strange thing is it was John Cooper himself who delivered that NSX to me. In his later years, he had a Honda dealership in Ferring, West Sussex, from which I collected the car. He even put his famous signature (seen on a million Mini bonnets) inside the front bootlid. He was proud and deeply serious about the way his cars had changed racing but also famous for practical jokes. Once he allowed himself to be seen surreptitiously adding Ribena to an F1 car's radiator and whispered to a few confidants that this made the engine run cooler. Soon everyone was doing it.

TUESDAY

It was time for our Duster's 15,000-mile service, so I headed for my local Dacia dealership, Fish Brothers of Swindon, where the work was done for £220 in a couple of hours. I waited, writing this on my laptop and enjoying the coffee, the swift customer service and the smell of all the new cars. On the way home, the Duster drove better, probably because they had reset the tyre pressures to exactly suit the sub-zero weather. I can't understand people who don't like hanging around dealerships. There's a service coming for my Alpine, and I'm looking forward to that too.

> "He whispered that Ribena made the engine run cooler"

WEDNESDAY

Fascinating scuttlebutt from my pal Peter Robinson, Autocar's former European editor, now in Sydney, Australia, about a relationship between the Jaguar I-Pace (launched mid-2018) and Ford Mustang Mach-E (launched early 2021). The story goes that Ford made detailed scans of the original I-Pace concept on Jaguar's Los Angeles motor show stand at the end of 2016, then built a full-size replica in its own studio to 'inform' the packaging of its own electric SUV.

A relationship is clear: the cars are just 6mm apart (the width of your smallest fingernail) in wheelbase and within 57mm (or 1%) of one another in length. The I-Pace is a shade wider (16mm) and 56mm lower, but realistically speaking, their road footprints are identical.

THURSDAY

The Hyundai i10 has been a favourite of mine ever since 2010, when my son bought one of the many mid-range red examples that arrived by the boatload to take advantage of the 2009 scrappage scheme. His car bills didn't just decline, they stopped, which is why he still has the i10, which works perfectly at 100,000 miles.

Anyway, I was thinking these fond thoughts while following a newish i10 through outer London – until I started noticing that nearly everything that could be wrong was wrong. The passenger front door wasn't fully shut. The owner clearly couldn't fathom the ventilation, because every window was fogged. The rear seat was piled with stuff so the central rear vision mirror was obscured. The undertray was hanging off, fluttering in the wind.

Its elderly driver couldn't hold a straight course on a straight road, but his speed control was perfect: he dawdled at 44mph on 60mph dual carriageways, maintained 44mph perfectly into a 30mph town and was last seen doing 44mph through a 20mph school zone. If stopped, he would have been mortified, I'm sure. How do such people get away with it?

AND ANOTHER THING...

We're now clear of the New Year break, which for me has become Lego season. I don't mind that this latest Jeep Wrangler kit is suitable for eight-year-olds; I found it a decent challenge. Now, however, I want to drive the full-size version. It makes me wonder if such kits drive sales interest.

GET IN TOUCH

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Damien Smith

RACING LINES

King of the mountains: Ogier bagged record win alongside Landais

OGIER'S MONTE MASTERCLASS

A record ninth victory puts the young champion in his place

A record ninth Monte Carlo Rally win, all of them scored over an expanse of three decades for five different car manufacturers. Yes, eight-time World Rally Champion Sébastien Ogier sure does have a claim to rival Sébastien Loeb as the special stages greatest of all time. It's just a pity that he's not bothered about equalling Loeb's record of nine world titles, because the WRC would be all the better for it if he were.

For the second year in succession, Ogier has committed only to a partial WRC campaign with Toyota Gazoo Racing, which once again robs the series – and us – of what would be a potentially era-defining duel between the Frenchman and new world champion Kalle Rovanperä.

As the Monte highlighted, the battle would most likely swing from rally to rally, and it would be impossible to call which way it would fall. The old master versus the 22-year-old new prodigy, in the same GR Yaris Rally1 but separated by 17 years in age? It's just what the WRC needs to draw much-needed attention. Instead, we will just have to savour the rivalry as and when Ogier turns up to remind us that he's still a force at 39.

OGIER'S MONTE MAGIC

Ogier's victory on the event he has made his own was never really in doubt as the new WRC season kicked off. He built a lead over Rovanperä of more than 30 seconds on the opening leg, before the Finn reduced that to just 16sec with a Saturday charge. But Ogier is too long in the tooth to bend to such pressure – and there was no late puncture this time to thwart the big number nine, as was the case last year. Ogier's winning margin at the end of play was a comfortable 18.8sec, as Toyota celebrated a dominant one-two.

> “It robs the WRC of what would be a potentially era-defining duel”

While it was sweet for Ogier, it was even more so for his new co-driver, Vincent Landais, for whom this was a first WRC win.

"It's huge," said Ogier with a smile. "I love this rally. It's the one which gave me the dream right at the beginning, and I'm so happy for Vincent. For me it's nice, but for him it's a dream to take his first win. We still need to enjoy these moments, and that's why we're still here [in the WRC]: to catch some victories like this. To win a famous one like Monte has no price."

ROVANPERA'S SILVER LINING

Nobody likes to get beaten by their team-mate – especially one who is considerably older. But Rovanperä still had reason to be satisfied with his week's work on the Monte. Second place and five bonus points for winning the final Power Stage is a decent way to start his first title defence, especially as he effectively leads the standings once Ogier is discounted.

Thierry Neuville was the best of the rest in third for Hyundai, and the Belgian shouldn't be ruled out as a potential title threat. The same is true of Toyota's Elfyn Evans, despite his somewhat lacklustre 2022 campaign. The Welshman was out of luck once again, a puncture on the opening day losing him time and meaning fourth was the best he could manage. Still, that at least put vital points on the board.

TANAK'S TENTATIVE START

The same is true for Ott Tänak, who appeared reasonably satisfied with fifth on his first start in M-Sport Ford's Puma Rally1. The Estonian's disaffection with Hyundai last term led him to jump without somewhere to fall, and there were genuine fears that the 2019 champion would be forced into a sabbatical this year. Happily and against its own expectations, M-Sport succeeded in agreeing terms to pull Tänak back to the team where he first started in the WRC.

Now, between them, team and driver just need to make the Puma a winning proposition. The Ford began the hybrid era with a memorable win for Loeb in Monte Carlo last year, but thereafter M-Sport didn't have the drivers to repeat the feat. It does now. Fingers crossed for Tänak, because he was a late and distant threat to Rovanperä last year and is one of the few with the proven credentials to take on the Finn. Second place over the Power Stage, just half a second off Rovanperä, bodes well.

SLIM PICKINGS IN THE WRC

For the WRC as a whole, the new hybrid era that began in 2022 shows promise, but there's a general frustration that only the three manufacturers that built cars to the old rules remain committed to the top tier of rallying – and of those, only Toyota and Hyundai are true 'works' entries. M-Sport carries Ford support but not enough to count it as a full factory assault. Four Toyotas, three Hyundais and two Fords per rally make for a thin field.

It's a worry, but as FIA president Mohammed Ben Sulayem was keen to stress in Monte Carlo, the WRC is far from crisis point. What it does have in terms of teams and drivers is pretty strong right now – but there's no doubt that a fourth manufacturer to build a Rally1 car is needed. Tweaked regulations for 2025 might be the carrot, and reports suggest Skoda, Alpine and the massive Stellantis group, which includes so many brands with rally heritage, could eventually commit. The WRC requires at least one to bite down.

For decades, rally people have been frustrated that this dramatic code of motorsport has only rarely come anywhere close to Formula 1's high profile. The WRC remains dwarfed by grand-prix racing, just like everything else in the world of motorsport. In fact, the gap is so big that the point is largely irrelevant.

The WRC doesn't need to rival F1 in popularity to flourish. But a proper title fight and an extra manufacturer sure would do it some good.

Toyota team principal Jari-Matti Latvala with winning GR Yaris crew

GOOD WEEK

FRANCOIS DELECOUR

The French cult hero, who won the 1994 Monte Carlo Rally in a Ford Escort Cosworth, returned to his old stomping ground in a Skoda Fabia – and dominated the Masters Cup class. Delecour's winning margin was more than five minutes.

BAD WEEK

CHINESE GRAND PRIX

A bid for the Shanghai race to return to F1 for the first time since 2019 has been turned down. The April slot it would have taken will not be filled, meaning 23 races will make up the schedule this year. It leaves nearly a month's gap between Australia and Azerbaijan.

TOP STEP Abu Dhabi 6 Hours

Britain's Harry King steered 911 GT3 R to victory at Yas Marina

BRITISH PORSCHE ACE Harry King scored his first endurance racing victory in the Abu Dhabi 6 Hours after a nail-biting climax at the Yas Marina circuit.

King started from pole in the Pure Rxcing Porsche 911 GT3 R he shared with Alex Malykhin and Joel Sturm and opened up a 20sec gap in the early stages of the race, before a safety car undid all his good work. At the final pit stops, the sister Herberth Motorsport 911 took the lead, but King closed it down, passed it and opened up a 17sec gap by the flag.

That margin was needed, as the Pure Rxcing entry had picked up a 10sec penalty for passing another car off track. Once that was applied, the winning gap was just 7.226sec after six hours of racing.

"The safety car definitely went against us every time this weekend," said King, 22. "But our safety-car restarts were very strong, and that proved crucial. This was my first endurance race besides the Dubai 24 Hours [the weekend before], and I'm delighted to secure my first win with Pure Rxcing."

Rival Porsche was only seconds off the pace after six hours

MOTORSPORT GREATS
WALTER ROHRL

RALLYE AUTOMOBILE MONTE-CARLO
ARRIVEE

Sébastien Ogier's record ninth win on the Monte Carlo Rally pushes him one clear of Sébastien Loeb at the famous event. Below them, the roll call of winners includes other special stage greats, including one who some say was the best of the lot: four-time Monte conqueror Walter Röhrl.

The granite-faced German is lionised for the diversity of his career and his all-round ability on every surface. He won the Monte with rear-wheel drive, in a Fiat 131 Abarth (1980) and Opel Ascona (1982), during the seasons in which he was crowned World Rally Champion. Then he switched to Lancia and sensationally defeated the four-wheel-drive Audi Quattros on the Monte with the pretty 037, at the start of a season in which he helped the Italian manufacturer beat the German giant to the constructors' crown – the last for a rear-driven car. A year later, in 1984, he stunned the rallying world by switching to Audi, with which he had long endured a fierce rivalry – and scored perhaps the greatest victory of his life, first time out in a Quattro on the Monte. Brilliant on the hard stuff in endurance racing too, Röhrl, now 75, also became the first driver to complete the Pikes Peak mountain climb in less than 11 minutes, in an Audi S1 in 1987.

REDBULL CONTENT POOL

TESTED 19.1.23, MOROCCO **ON SALE** SOLD OUT **PRICE** £173,000

PORSCHE 911 DAKAR

Safari 911s have long been cult favourites. Now at last Porsche has made one you can buy. With 473bhp and 4WD, is it the ultimate desert racer?

What is the new Porsche 911 Dakar? That's a question as simple to ask as it is complex to answer, for this car is so very many things. A consumer journalist might consider it a shrewd investment, because production is limited to 2500 units, all sold save China's allocation, and those only because the order book hasn't yet opened there. A staffer from Practical Off-Roader or some other made-up title might regard it as a brilliant new twist to the long since hackneyed SUV theme, while one from The Engineer might wonder how both front and rear suspension lifts were installed and how it was discovered that the car would be safe while fully extended at 110mph on sand.

But probably most judgements will come from passers-by who may not be aware that the Roughroads livery that fully 70% of 911 Dakars will carry pays homage to the fact that in 1984, Jacky Ickx won the Paris-Dakar Rally in the very first four-wheel-drive 911 – which wasn't actually called a 911 at all but a 953 – hence the roundels on the sides. And I fear their reactions may not be as universally warm as an owner may be expecting as they cruise the King's Road in their jacked-up, war-painted 911 that cost twice as →

911
Roughroads
PORSCHE

THE INTERCOOLER

Sport
Normal
Rallye
Wet
Offroad
OFFROAD
410 km
911 Dakar

Dakar gains two extra driving modes and a plate with a build number out of 2500

much as a standard 911 Carrera.

Me? I've never had much time for cultivating my image, concerningly comfortable as I am with the slightly shambolic, superannuated hack motif that appears to pass for my natural oeuvre these days. It helps, really, because it allows me to assess properties such as this for what they are, without tying both you and me in knots trying to second-guess what image an owner may think it projects of them and assessing the size of the reality gap between that and what onlookers may really be thinking. But I'm guessing that it's considerable.

So, and at its simplest, what you're looking at is a 911 Carrera 4 GTS to which a great deal has been added, probably none more than in the area of pricing. From an already steep-sounding £120,800, it rockets all the way up to £173,000, or just £5500 less than for a 911 GT3 RS. That seems a lot to make a fashion statement and buy a degree of off-road ability that you will in almost all likelihood never use, doesn't it?

What can't be claimed, however, is that the Dakar is some kind of smoke-and-mirrors job, a cosmetic titivation with no real attempt made to deliver on the promise of its appearance. It delivers in spades – which coincidentally count among the very many extras Porsche will sell you to help accessorise your car. Sand ladders, jerry cans, water canteens and a roof tent are some of the others.

But back to the car itself. Its shell, engine and transmission are standard Carrera 4 GTS, save the regrettable absence of a manual gearbox option. The most obvious change is the 50mm lift in the ride height, which can be raised to 80mm once you've beached on a Saharan dune and need to walk away on stilts.

Then there's the rubber. All-terrain tyres aren't exactly known commodities on sports cars, so Porsche got Pirelli to design a brand-new one specifically for the Dakar. It has a double carcass and is so puncture-resistant that even after many days in an often very rocky desert, Porsche had had to replace just two, both with cuts in their sidewalls, not actual punctures.

By modern standards, these Pirelli Scorpions have quite a lot of sidewall, enough to make Porsche drop the wheel size by an inch at both ends, one consequence of which is that the GTS brakes no longer fit, nor do the usually optional carbon-ceramic discs. The smaller items from the Carrera S are used instead, and because the Dakar has an again tyre-limited on-road top speed of 149mph, they're more than up to the job.

To stop it sliding around off road, or indeed to make it do so even more if that's what you want, two new driving modes have been added. Off-Road defaults to a near-50:50 front-to-rear torque split to maximise traction, although it of course remains still infinitely variable. I found Rallye rather more to my taste, needing a great deal of persuading not to direct most of the torque through the rear wheels.

Porsche has also plundered the parts bin to see which bits can be seconded to the Dakar's new role. The answer is the carbonfibre-reinforced plastic (CFRP) bonnet from the 911 GT3, as well as its

911
Roughroads
PORSCHE

TESTER'S NOTE
The level of attention to detail can be seen in the fact that the 911 Dakar is fitted with a concealed 12V power socket on the roof, just in case it's needed. **AF**

Roughroads
PORSCHE
911

Vast sand dunes pose no challenge at all to this 4x4

> It feels normal enough to make turning off the highway and into the desert feel, well, pretty bloody abnormal

engine mounts, rear-seat removal, lightweight battery and thinner glass. The active anti-roll bars have been moved from the options to the standard equipment list, as has, crucially, rear-wheel steering.

Things you won't find on any other 911 at any price include full underbody protection, a bespoke CFRP rear wing and a centre radiator deleted to improve approach angles. Porsche at least appears to be taking this car very seriously indeed, even if some customers may not.

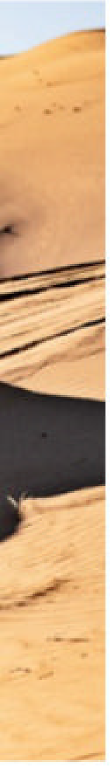
So what's it actually like? Despite the fact that Porsche claims to have halved the Dakar's spring rate to take into account its off-roading role and, I'm sure, offset some of the stiffness in the sidewalls of those Scorpions, it certainly didn't feel that way as we bumped our way south through Morocco to close to the Algerian border, where vast ranges of dunes rose up to meet us. It's firm, not uncomfortable, but definitely firm, although no noisier than a winter tyre. What it may be like on the bespoke summer and winter tyres that Pirelli has also developed, I couldn't say.

Otherwise, it's what you may expect from a Carrera 4 GTS with sports seats but otherwise all the usual refinements.

Porsche is rightly proud of the fact that, despite the added weight of the rear steering, active anti-roll bars, lift system, tyres, underbody protection and so on, enough has also been shed or lightened for its kerb weight relative to said GTS to have risen by just 10kg.

Certainly it feels normal enough to make turning hard left off the highway and into a desert the same size as the US feel, well, pretty bloody abnormal. Briefly something in your head doesn't compute. But almost immediately you realise that you're going to enjoy off-roading in a way that you never have in any other production road car.

On gravel, there's no need to raise the body. The stones make a frightful racket pinging off the →



Interior is a combination of the regular Carrera and mega GT3

protective items that you can see (the wings and sills) and those that you can't (under the car). But unless you were stupid enough to drive on the tailpipes of another Dakar and thereby be pebbledashed, no harm appears to be done.

What you can do in Rallye mode is wrench the rear tyres loose with some of the 473bhp at your disposal and then proceed from place to place in a series of drifts as extravagant or otherwise as you wish. The steering and software seem to sense the point at which you may be in danger of enjoying yourself a bit too much and so pour some more torque into the front axle to see you straight again – or at least straighter.

It does the same sort of thing in Off-Road mode, but at a far lower threshold, presuming that you've made that selection because you want to actually make progress rather than go stupidly sideways.

So far, so very good. But it's when you see a mountain of sand rising up before you that this 911 becomes something else again. Think about the assets: a kerb weight half a tonne lighter than many off-roaders and a full tonne lighter than some. A belly-crawling centre of gravity compared with all of them, a power-to-weight ratio they could scarcely imagine and a set of tyres designed

Visibility for off-roading is pretty much the only thing lacking here

S GO 4070
953
Roughroads
PORSCHE
Bespoke tyres allow 149mph on the road and, incredibly, 110mph on sand

> “Gather as much speed as you can, trust that the car can take it and hurl it at the wall”

You can get the electronics to keep you straight or the opposite

CLEVER TECH GOES TO ANOTHER LEVEL

The 911 Dakar’s lift system is smart for many reasons, not least that it raises both ends of the car equally, leaving its rake angle unchanged, so the aerodynamic instability that makes conventional front-end lifts unwise above about 30mph isn’t a factor. Indeed, the only reason Porsche forces it to drop down again at 110mph is the off-road speed limit of the Pirelli Scorpion tyres.

Ground clearance even without the lift is 161mm, rising to 191mm in Off-Road mode or when manually raised. This provides a similar breakover angle to that of the Porsche Cayenne SUV.

To make the lift system sufficiently robust and able to work at both ends, a pressure accumulator was added to regulate the lift pressure at either end and the expansion tank modified to cope with the additional capacity required, while the pressure itself needed to raise the car was increased from 110 bar to 135 bar.

specifically for the car and the job. All it asks of you is that you commit.

Out here, more than in any other environment you may encounter, momentum is all. So don’t be shy. Don’t tentatively aim it up that treacherous hill of constantly shifting sand but gather as much speed as you can, trust that the car can take it and hurl at the wall. Select manual mode, keep your foot in and, if that means the twin-turbocharged 3.0-litre flat six spends some time bouncing off its limiter, sand spraying in every direction and dimension, let it get on with it. If you have to traverse a dune (usually something done with extreme caution in SUVs through fear of tumbling side over side to land in a wrecked heap at the bottom), just get on with it. Your nerve will run out long before you reach the Dakar’s tipping point.

Drawbacks? It’s harder to see over stuff, because you’re that much closer to the ground. That’s it.

It’s a shame, then, that next to no Dakars sold outside Africa and the Middle East will ever be used for the purpose for which they were designed. And initially that made me think of it as nothing more than a frivolous toy. But then I thought again. I thought of a Dakar stripped of its livery, in a dark, sober colour. One with summer or winter tyres rather than off-road rubber that for almost all will have more drawbacks than advantages. I thought of people who live down the end of steep, muddy tracks, who get cut off by snow, who enjoy winter sports and many other pursuits for which specialist equipment is usually needed. And then I saw it in a different light: that of the world’s most versatile version of what has always been the world’s most usable sports car. And having come close to dismissing it as a plaything, I realised that it actually brings an entire new dimension to owning a 911. It’s just that, contrary to appearances, it has nothing to do with sand, gravel or the Dakar Rally.

ANDREW FRANKEL

Wing is bespoke, as are scuffplates; wheels are 19in front, 20in rear

PORSCHE 911 DAKAR

The most broadly able 911 ever made, usable in conditions that would leave any other version locked in its shed

★★★★½

Price	£173,000
Engine	6 cyls horizontally opposed, 2981cc, twin-turbo, petrol
Power	473bhp at 6500rpm
Torque	420lb ft at 2300rpm
Gearbox	8-spd dual-clutch auto, 4WD
Kerb weight	1610kg
0-62mph	3.4sec
Top speed	149mph
Economy	25.0mpg
CO$_2$, tax band	256g/km, 37%
RIVALS	Lamborghini Huracán Sterrato, Marc Philipp Gemballa Marsien

TESTER'S NOTE
The powertrain just doesn't quite pull hard enough, from fourth gear especially, for it to accelerate the car with the savagery this chassis commands. Perhaps shorter gearing might have made enough of a difference. **MS**

TESTED 26.1.23, JARAMA, SPAIN **ON SALE** MAY

ALPINE A110 R

Sweet-handling sports car gets a high-downforce, high-grip, hardcore makeover

Track-ready hardcore sports cars don't typically have CO_2 emissions listed among their key performance targets, but the new A110 R absolutely had to. Like many car makers, Alpine still depends on its domestic market for around half of its global sales, and not many domestic markets are quite like France. While the country's 'Malus' CO_2 tax adds about €40,000 to the prices of some rival sports cars, the A110, being small, light and efficient, is penalised to the tune of only around €3000. And while Alpine's customers apparently said they would be willing to pay Dieppe for performance-enhancing value that they could easily touch, see and appreciate in a car like the A110 R, they weren't keen to pay the French treasury much more for it.

"That's why we knew that we had to work with the powertrain we already had in the A110 S," explains model line director Xavier Sommer.

So Alpine chiselled out the R's position by cutting weight and drag and increasing grip and downforce, instead of just dialling up the boost.

You can see where lightweight carbonfibre body parts have been added all over the car (the front splitter, front bonnet, rear engine cover, sill extensions, rear diffuser and rear wing). The new woven carbonfibre wheels contribute more than a third of the weight saving (34kg) while also better managing the airflow around the car's flanks.

The A110's suspension has been widely upgraded, too. Alpine went to ZF for a new set of coilover struts that offer 20 clicks of adjustment for compression and rebound; main springs teamed with helper springs for the first time on any A110; and an adjustable ride height.

R brings carbonfibre buckets, Alcantara and door pull straps

In its factory road settings, then, the R sits 10mm lower than the S, on springs and anti-roll bars that are some 10% stiffer. It has the same Brembo brakes as the S but with new cooling measures, and it runs on Michelin Pilot Sport Cup 2 tyres.

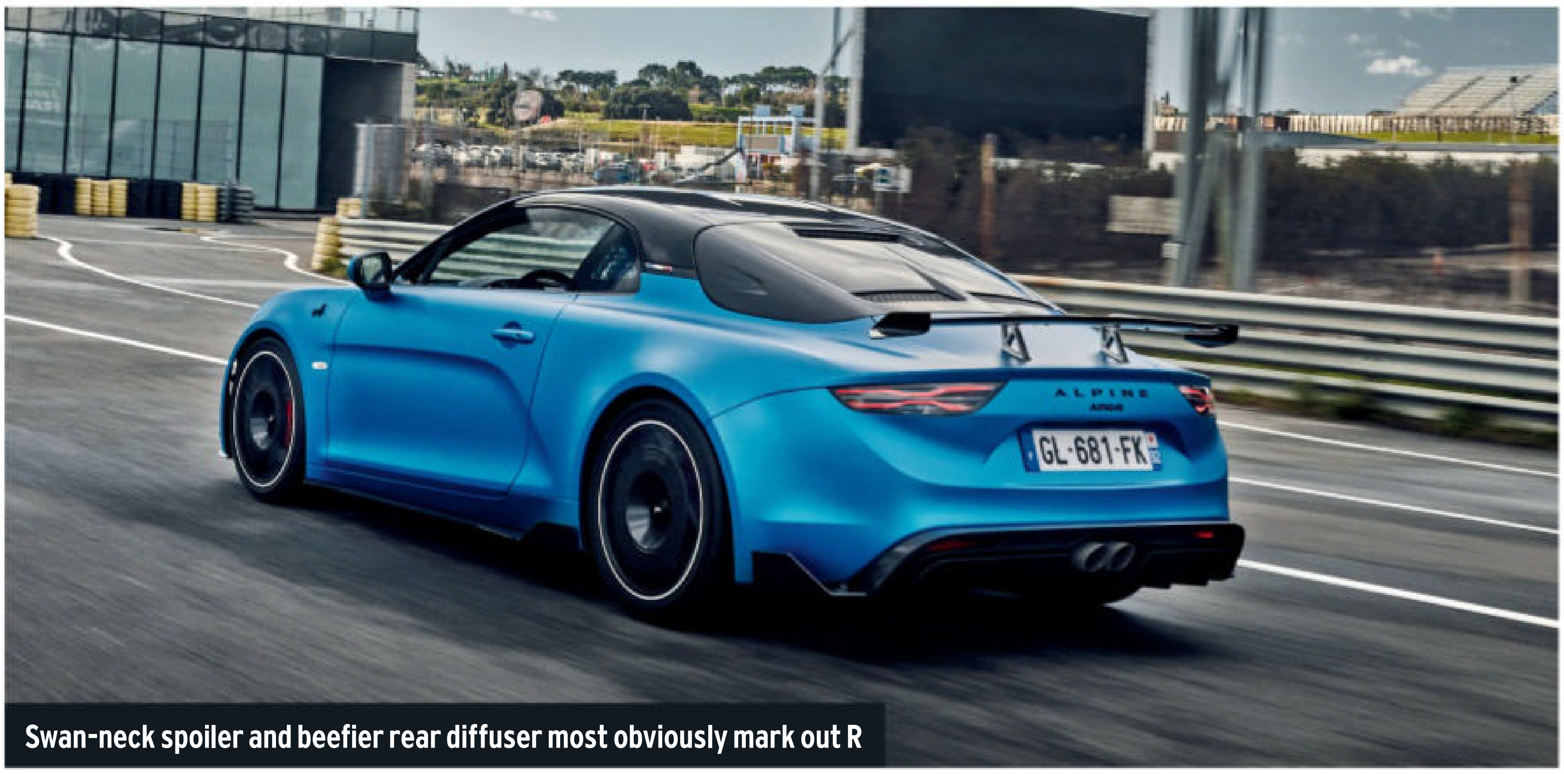
In the cabin, a new pair of 'single-shell' Sabelt carbonfibre bucket seats saves another 5kg. They aren't uncomfortable and have six-point harnesses that, thanks to a clever pairing of the outer strap buckles, aren't too much of a faff to fasten.

Behind the seats, your view of the four-cylinder turbo engine has gone, Alpine having junked the glass engine bay partition and replaced it with a carbonfibre alternative.

The rear-view mirror has gone too, but that's really the only meaningful way in which the R is any less easy to drive than the S.

The ride is a little noisier but isn't jarring or restless. The steering has some noticeable extra bite and

Where lesser A110s happily roll and slide, the R hunkers down and scythes



Swan-neck spoiler and beefier rear diffuser most obviously mark out R

> “It’s now a car to hustle, chase and lean on, capable of cornering genuinely hard and fast”

tactile feel but is intuitively paced and only medium heavy. And that rasping engine, blowing through a new double-skinned exhaust, makes the odd pop and bang that a regular A110 mightn’t but doesn’t bellow at revs or drone at a cruise.

The R isn’t some hairy-chested, Gallic equivalent of the Lotus Exige, then. It retains just enough Alpine-typical delicacy in its dynamic character to feel distantly familiar.

Distantly, that is, but not entirely. At Jarama, its super-purposeful nature needed no second invitation to show itself and made for a startlingly serious way to carry big speeds from braking zone to apex.

Drive a regular A110 nearly as quickly as this on track and it will bowl itself sideways as it turns in, rolling into tame slides that are a laugh, if a slightly puerile exercise, to gather up. The R has a totally different character. It’s a car to hustle, chase and lean on, capable of cornering genuinely hard and fast.

With a chassis whose heroic grip levels extend way in advance of its powertrain’s capacity to exploit them, though, perhaps it doesn’t entertain quite so vividly when the novelty of that sheer cornering speed has worn off.

The R is no doubt precisely the car that the majority of its buyers required it to be. But it’s also the only A110 that feels notably underpowered, the relationship between its performance and handling having been warped out of its usual sweet proportion. It’s the only one that, when driving hard out of slower corners, feels like it’s missing some proper mechanical torque vectoring. It feels, at times, like a car beginning to stretch the fundamentals of its mechanical package just a little too thinly.

Still, it undoubtedly offers massive, giant-killing track-day speed for buyers who have already enjoyed lesser A110s and are ready for something that feels genuinely next-level. Apart from anything else, it’s a one-tonne, mid-engined, turbo petrol sports car with epic flavouring in lots of places, and it exists in 2023. We should cherish it while we still can (see p14).

The thought that it left me with, as guilty and unreasonable as I felt to think it, was this: could Alpine have spent the money it lavished on so much carbonfibre bodywork here even better on a Renault Mégane RS Trophy-spec engine and a limited-slip differential? As much as it might have been a less Alpine-typical approach, would a slightly more complex and interesting car have emerged if it had?

We know at least some of the reasons why it didn’t. Yet if this is to be the dizziest height that Alpine’s revived sports car ever reaches, somehow I can’t help wondering.

MATT SAUNDERS
@thedarkstormy1

ALPINE A110 R

Stellar chassis upgrade brings track purpose of a new magnitude. If only the powertrain were fully worthy of it

★★★★☆

Price	£89,990
Engine	4 cyls, 1798cc, turbo, petrol
Power	296bhp at 6300rpm
Torque	251lb ft at 2400-6000rpm
Gearbox	7-spd dual-clutch auto, RWD
Kerb weight	1082kg
0-62mph	3.9sec
Top speed	177mph
Economy	40.9-41.5mpg
CO_2, tax band	154-156g/km, 35-36%
RIVALS	Lotus Emira, Porsche 718 Cayman GT4 RS

TESTER'S NOTE
A lot of Vauxhall seats are accredited by the German Campaign for Healthier Backs. Their ergonomic design doesn't always make them instantly comfy, but the Astra GSe's absolutely are. **IV**

TESTED 23.1.23, MALAGA, SPAIN **ON SALE** JUNE

VAUXHALL ASTRA GSe

Vauxhall introduces Grand Sport Electric sub-brand with plug-in hybrid hatchback

When we received an invite to try the Vauxhall Astra GSe, the new range-topper with mildly sporting aspirations, I must confess that I thought it was the electric Astra. It wouldn't have been the first time that a Stellantis EV were better to drive than its ICE equivalent, so it would have made sense and been a strong statement. Actually, though, the Astra GSe is a collection of familiar elements, the powertrain being the 224bhp plug-in hybrid one used by many other cars, including the Peugeot 308: a 1.6-litre four-cylinder turbo petrol engine assisted by a 107bhp electric motor and 12.4kWh battery.

In the Astra GSe hatchback, said battery is rated for an electric-only range of 40 miles, which means it incurs only 8% company car tax.

The slightly heavier Sports Tourer estate gives up only a single mile, but that's enough for it to be pushed into the 12% band, like most rivals.

The GSe sits above the Hybrid 180 in the Astra range and additionally gets a more dynamic suspension set-up with a 10mm-lower ride height, Koni frequency-selective dampers and a more permissive electronic stability control system.

Standard equipment is also pretty generous, with a head-up display, matrix LED headlights, wireless phone charging and a suite of driver assistance features.

Visually, the GSe is marked out by unique 18in alloy wheels, a unique front bumper and a black roof.

For all its sporty intentions, though, the GSe feels like a particularly easy-going car. You sit in heavily bolstered sport seats, but they're also softly padded and supremely comfortable. You hold a steering wheel with a pleasantly thin rim, and as you set off almost silently on electric power, the ride doesn't feel like that of a hot hatch.

To the contrary, the GSe is quite softly suspended, with little of the brittleness of the regular Astra. On the flipside, it exhibits a fair bit of roll in the corners for something with a sporty badge, and the grip of the Michelin Primacy 4 tyres is sufficient rather than tenacious.

Sport driving mode adds some heft to the steering and ensures the engine is always primed to jump in, but it doesn't affect the suspension.

Ultimately it feels harmonious, so the GSe can be quite satisfying on a twisty road but never exciting.

This might sound disappointing – certainly it will be if you were hoping for a more ecologically responsible Astra VXR successor. But considering the ingredients that Vauxhall had to work with here, it made the right decision not to give the GSe an overly aggressive chassis.

The powertrain behaves exactly as in every 225 Hybrid Stellantis car: very quiet and pretty slick when you take it easy but not dynamic in the slightest. Mat the accelerator and, as long as the battery has a decent charge, it will shift, but it never feels or sounds like it especially wants to.

All in all, the GSe is a nicely rounded everyday plug-in hybrid. Its overt billing as a performance model is questionable, but it also doesn't harm the car in any way.

Today, the Astra is good-looking and has infotainment on a par with rivals' in most ways yet with an extra dash of user-friendliness. It has never been more appealing, and if you want a PHEV, that holds true for the GSe as well – more so than for the Hybrid 180.

The GSe is only £150 pricier than the similarly equipped but slower Hybrid 180 Ultimate, rendering that a bit redundant. It's still not cheap, at £40,550, but it's better value than the 308 Hybrid, Cupra Leon e-Hybrid and Volkswagen Golf GTE.

ILLYA VERPRAET

It doesn't handle like a VXR but then nor does it ride like one; interior impresses again

VAUXHALL ASTRA GSe

Don't be fooled by the sporty image: it's just a very rounded PHEV, barely any pricier than its less potent sibling

★★★★☆

Price	£40,550
Engine	4 cyls in line, 1598cc, turbo, petrol, plus electric motor
Power	224bhp at 6000rpm
Torque	266lb ft at 3000rpm
Gearbox	8-spd automatic, FWD
Kerb weight	1628kg
0-62mph	7.5sec
Top speed	146mph
Battery	12.4/9.9kWh (total/usable)
Economy	256.8mpg
Electric range	40 miles
CO_2, tax band	25g/km, 8%
RIVALS	Peugeot 308 Hybrid, Volkswagen Golf GTE

TESTED 20.1.23, HERTFORDSHIRE **ON SALE** NOW

LAMBORGHINI URUS PERFORMANTE

Super-SUV is pushed yet further with power gain, lower suspension and wider tracks

There's a strange convergence taking place at some of the world's great performance car makers. The game seems to be to develop essentially the same car from starting points at opposite ends of the engineering galaxy, with some very entertaining, Mad Max-style freaks emerging as a result.

At Lamborghini, on one hand you have the Huracán, which has been jacked up 44mm and cladded with rowdier bodywork to create the Sterrato, a supercar that believes it's an SUV. On the other hand you have the Urus, which has had its air suspension swapped for steel springs that set it 20mm lower and been given widened tracks to create the Performante, an SUV that believes it's a supercar.

No surprise that the Performante is absurdly fast; it would have been even had its Porsche-designed twin-turbocharged 4.0-litre V8 not been boosted from 641bhp to 657bhp. It's only a nominal increase, but those totals generate performance that defies the car's 2150kg mass (down 47kg on the standard Urus).

An Akrapovic titanium exhaust also means you will be heard long before you're seen if you've set the mode to anything other than Strada, which is passably subtle.

Less subtle are the looks. The Urus is hardly shy, yet carbonfibre wheel-arch extensions, a vented, two-tone bonnet and angrier front intakes mark out the Performante.

Very engaging for an SUV but equally jittery; Alcantara and carbonfibre coat fighter-jet cockpit

But that's window-dressing. This car's true strength is its handling, which is exceptionally assured. Lamborghini has quickened the steering, sharpened the throttle response and increased the ratio of the Torsen centre differential so that it's more rear-biasing.

All of this could have contributed to making the car a spiky mess on a good B-road, but that isn't the case. Precise, close body control aided by the usual active anti-roll bars allows these detail changes to shine, and the steering also has some life to it.

On a damp road where grip and traction can be overcome, the Performante can be either flowed or properly manhandled, and it probably prefers the latter, the chassis moving between grip and slip with disarming, casual ease.

It can be genuinely good fun as that extroverted personality emerges from both the powertrain and the chassis – although, as is almost always the case with heavy, high-riding brutes, true driving satisfaction is always out of reach.

Moreover, the penalty for such handling ability is too high. The new suspension is perma-reactive and ride quality becomes acceptable only when the road is pristine or you're putting serious loads through the suspension – so maybe 5% of the time. The other 95% of the time, you would be better off in the regular Urus or, better still, Aston Martin's DBX 707. Fact is, the Performante is manifestly unsuited to the UK's roads, and you notice this from the first to the last moments of your journey, sumptuous cabin or not.

Lamborghini would argue that anything wearing this vaunted name needs to be an unapologetic dynamo, as was the case with the superb, Tarmac-scraping Huracán Performante. It's a fair point, but you could also argue that, even in this age of wild chimaera creations, blending Urus and Performante DNA was a gene-edit too far.

RICHARD LANE
@_rlane_

LAMBORGHINI URUS PERFORMANTE

Stunningly capable at times but too compromised to make much sense in the UK

★★★⯪☆

Price	£204,312
Engine	V8, 3996cc, twin-turbocharged, petrol
Power	657bhp at 6000rpm
Torque	627lb ft at 2300-4500rpm
Gearbox	8-spd automatic, 4WD
Kerb weight	2150kg
0-62mph	3.3sec
Top speed	190mph
Economy	20.0mpg
CO_2, tax band	320g/km, 37%
RIVALS	Aston Martin DBX 707, Porsche Cayenne Turbo GT

TESTER'S NOTE
The new rear spoiler boosts downforce at the rear axle by 38%. Of more relevance is the carbonfibre roof option, which should lower the centre of gravity usefully. **RL**

AUTOCAR
ROAD TEST
No 5609

PHOTOGRAPHY LUC LACEY

Ora Funky Cat

Distinctive Chinese EV jumps into the UK's family market. Will it land on its feet?

MODEL TESTED **48KWH FIRST EDITION**

Price £31,995 ● **Power** 169bhp ● **Torque** 184lb ft ● **0-60mph** 7.7sec ● **30-70mph** 7.2sec ● **Economy** 3.1mpkWh ● **Max DC charging speed** 61kW ● **70-0mph** 60.9m

We like

- Distinctive styling inside and out
- Plush interior with roomy rear bench
- Mature ride and handling

We don't like

- Feels unfinished due to missing features, buggy software and half-baked elements
- Overly light steering
- Limited rapid-charging capabilities

It's a common playbook for emerging car manufacturers: launch with a product that might be a long way from the establishment on quality but it's so keenly priced that it's impossible to ignore. Then gradually ramp up the quality, build development know-how over multiple decades and gain consumer acceptance.

The latest entrant to the UK car market is a little more impatient. The Ora Funky Cat isn't playing the same value game as its MG 4 EV compatriot. The car was originally announced with a very attractive price, but Ora's UK sales director told Autocar: "Once we saw the car and realised how high-quality the interior was, and really understood the personality of it, we realised we've got something really quite special and therefore we can be quite targeted in the market where it's going to be."

It does still undercut medium EVs like the Volkswagen ID 3 and Kia Niro EV, but there is no hiding from established competition like the Vauxhall Corsa Electric, the Fiat 500 or, indeed, the MG 4. It's a bold strategy for an unknown brand.

The company behind the Ora Funky Cat is Great Wall Motors and it isn't entirely new to the UK. It once sold the Steed pick-up truck here, but it is probably hoping that vehicle – and its two-star review – has long since been forgotten. It takes only a brief look at the Funky Cat to know that it is in an entirely different league from what the Chinese car industry could muster 10 years ago. Today, 'new energy vehicles' – as EVs are called over there – have become a specialty of Chinese manufacturers, so could Ora follow MG to be a smash hit in Europe?

DESIGN AND ENGINEERING

★★★⯪☆

GWM has been around since 1984 and has built everything from trucks to city cars. Today, it has a number of brands aside from Ora, which is focused on mildly posh small cars. Haval makes SUVs of various sizes, Tank makes body-on-frame off-roaders, GWM Pick-up is self-explanatory and Wey is a luxury brand. In time, GWM plans to bring Wey to Europe as well.

Clearly, it's not some ephemeral start-up, as is reinforced by the fact that BMW has a joint venture with GWM to develop a new EV platform that will underpin the next generation of electric Mini.

The Funky Cat uses a different, GWM-exclusive platform named LEMON (it's not clear what, if anything, that acronym stands for), which can also accommodate petrol engines, hybrid powertrains and, intriguingly, a hydrogen fuel cell.

Range at a glance

BATTERY	POWER	PRICE
48kWh	169bhp	£31,995

TRANSMISSION
1-spd reduction gear

The Funky Cat launches with just one powertrain and one trim, the First Edition. In time, it is likely to be joined by a longer-range version with a 61kWh battery and a sportier GT model. In China, there is a base model with less power, but it's unlikely to be offered here.

First Edition is reasonably well equipped but lacks features like heated seats, matrix LED lights and a panoramic roof. Some of those ought to make it onto the options list at some point.

GWM's press blurb about LEMON talks at some length about light weight, which is encouraging. Our Funky Cat test car tipped the scales at 1580kg, which makes it only a few kilos heavier than the smaller Vauxhall Corsa Electric.

For now, the Funky Cat comes in just one spec. The First Edition is powered by a 48kWh (45kWh usable) battery pack and a single 169bhp front motor. The car's design has clearly taken inspiration from various retro cars of the past two decades. Unlike the copycat cars China was producing 10 years ago, though, this is very much its own thing, and it's refreshing to see a friendly face among the blacked-out AMG Lines and M Sports.

The mostly clean shapes are punctuated by quirky details, such as the hexagons on the car's 'cheeks', oddly 1990s-style alloy wheels and the apparent lack of rear lights. It has rear lights, of course, but the main clusters are quite small and mounted low and they are supplemented by a higher light bar.

The Funky Cat's classic rounded shapes might make you think it's Mini hatchback-sized but, at 4235mm long, it's only slightly shorter than a Volkswagen Golf (4284mm) and quite a bit longer than a Corsa (4060mm), never mind a Mini (3850mm).

INTERIOR

★★★★☆

Step inside the Funky Cat and on first impression the claim that this is a premium product rings true. Most surfaces above waist level are soft touch, and the red microsuede material that lines the dashboard and door cards feels plusher than the textured rubber you might ordinarily find there. ➔

Steed was GWM's first UK market entrant

The front end is mostly unspoiled by styling gimmicks. Chrome 'teeth' and embossed hexagons are the only exceptions. This First Edition has no front parking sensors. They are not essential on a car of this size, anyway, and there is a front camera.

Light clusters may imply 'intelligent light', but they are simple projector LEDs with automatic high beams. The edge of the cluster functions as the daytime-running light and flashes orange to act as the indicator.

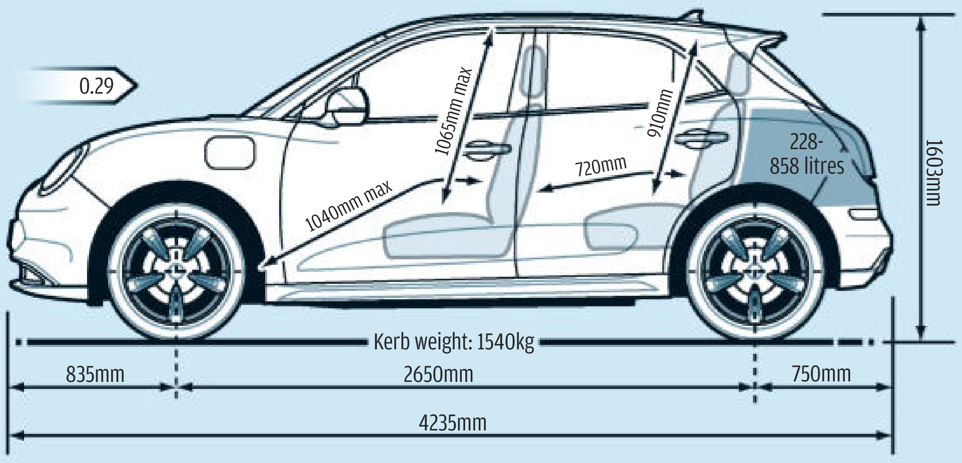
These 18in alloys are the only choice of wheel for the time being. The flower design is very reminiscent of the wheels on the first-generation Renault Mégane Coupé of the mid-1990s, which does make them look somewhat dated.

O R A
BJ72 NRL

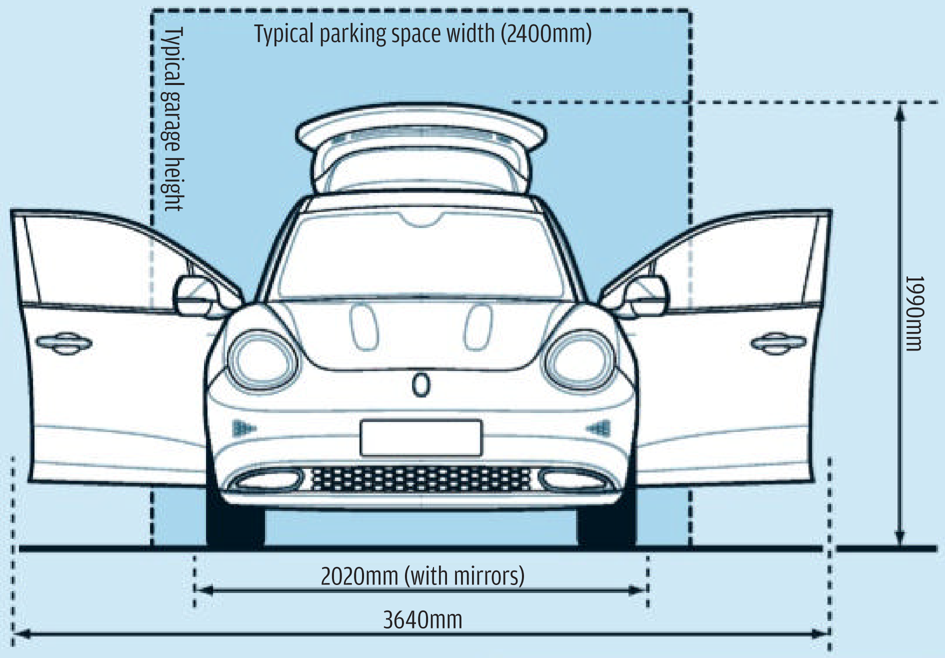
Rear is the Funky Cat's most unusual angle because of the very small light clusters and the high-mounted light bar. The bustleback shape limits boot space and the absence of a rear wiper is frustrating in winter.

Weights and measures

DIMENSIONS

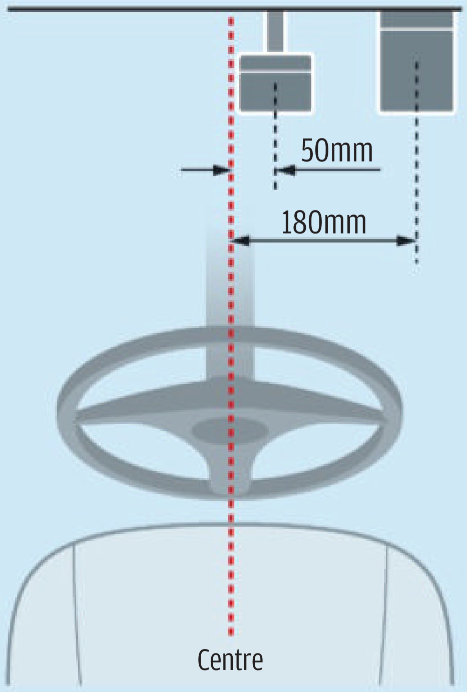


PARKING



WHEEL AND PEDAL ALIGNMENT

Seats could do with a tilt function and the steering column needs more reach adjustment. The steering wheel is also unusually large for a modern hatchback's.



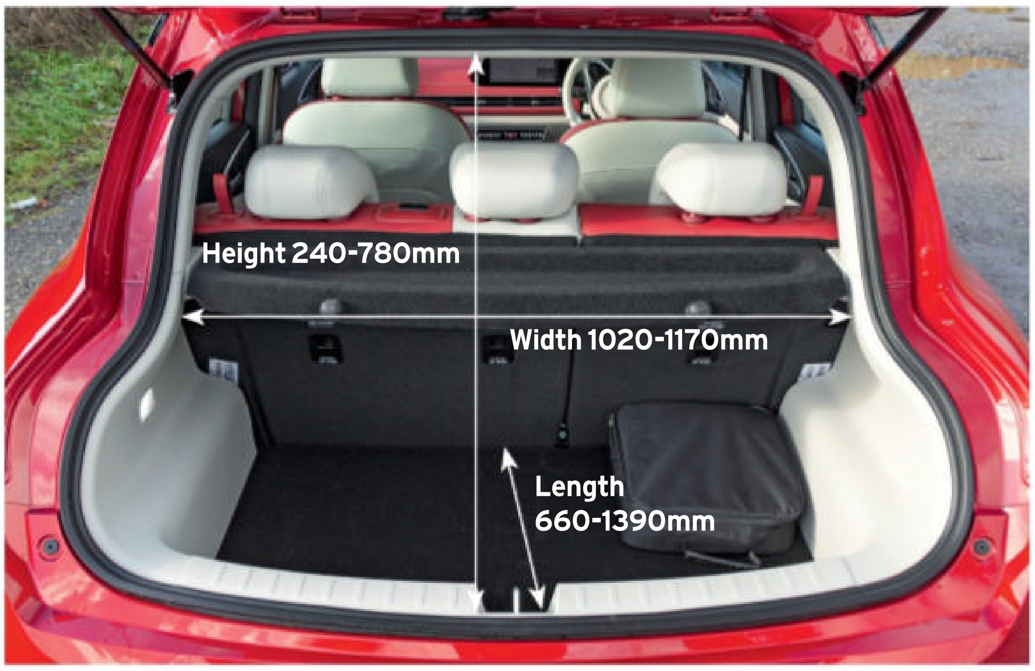
HEADLIGHTS

LED headlights provide good power and they auto dip in time to avoid dazzling oncoming traffic, but they should switch back to high beams sooner.

● Seats are soft and comfortable for short journeys. On longer drives, the lack of lumbar support is an issue. Taller drivers will want more thigh support.

Typical leg room
720mm

● Funky Cat is a typical EV, with very generous knee room but a high floor that reduces head room and makes for a suboptimal seating position.



● At just 228 litres, the boot is downright small, but it does offer some underfloor storage space for the charging cables.

The seats are upholstered in an unusually soft synthetic leather. It gets a little sweaty on long journeys, but it's a cut above the plain vinyl you sit on in an MG 5 EV. The bright red and beige colour scheme won't be to everyone's taste, but it's a nice change from the gloomy blackness of so many modern cars. Green and black are available if you prefer something more subdued.

Unfortunately, some of the controls are less pleasing. The rotary drive selector doesn't feel like it's connected to anything and the detents of the BMW-style indicator stalk (it always returns to centre) are quite weak, making it easy to indicate the wrong way.

The 'chrome' switch panel in the centre of the dash may be inspired by the Mini but doesn't look or feel as convincing. In the Funky Cat, the toggle switches control a number of climate functions, but not the temperature. For that, you need to tap the very small up and down icons on the screen. Meanwhile, functions like the headlight aim and driving mode, which could happily have been integrated into the touchscreen, get dedicated buttons.

Better news comes in the form of the available cabin space. Front passengers are unlikely to be short on storage thanks to trays and bins of various sizes in the centre console, as well as two cupholders and a spot for glasses in the roof.

Rear passengers enjoy generous leg room for this size of car, but rear accommodation is affected by the battery pack raising the floor height, so the seating position isn't ideal and head room is limited. There's a single charge port back there and no air vents, but that's not unusual in this class.

GWM must have sacrificed some boot space in favour of rear-seat accommodation, though, as the Funky Cat has only slightly more luggage space than a Mini Electric.

PERFORMANCE

★★⯨☆☆

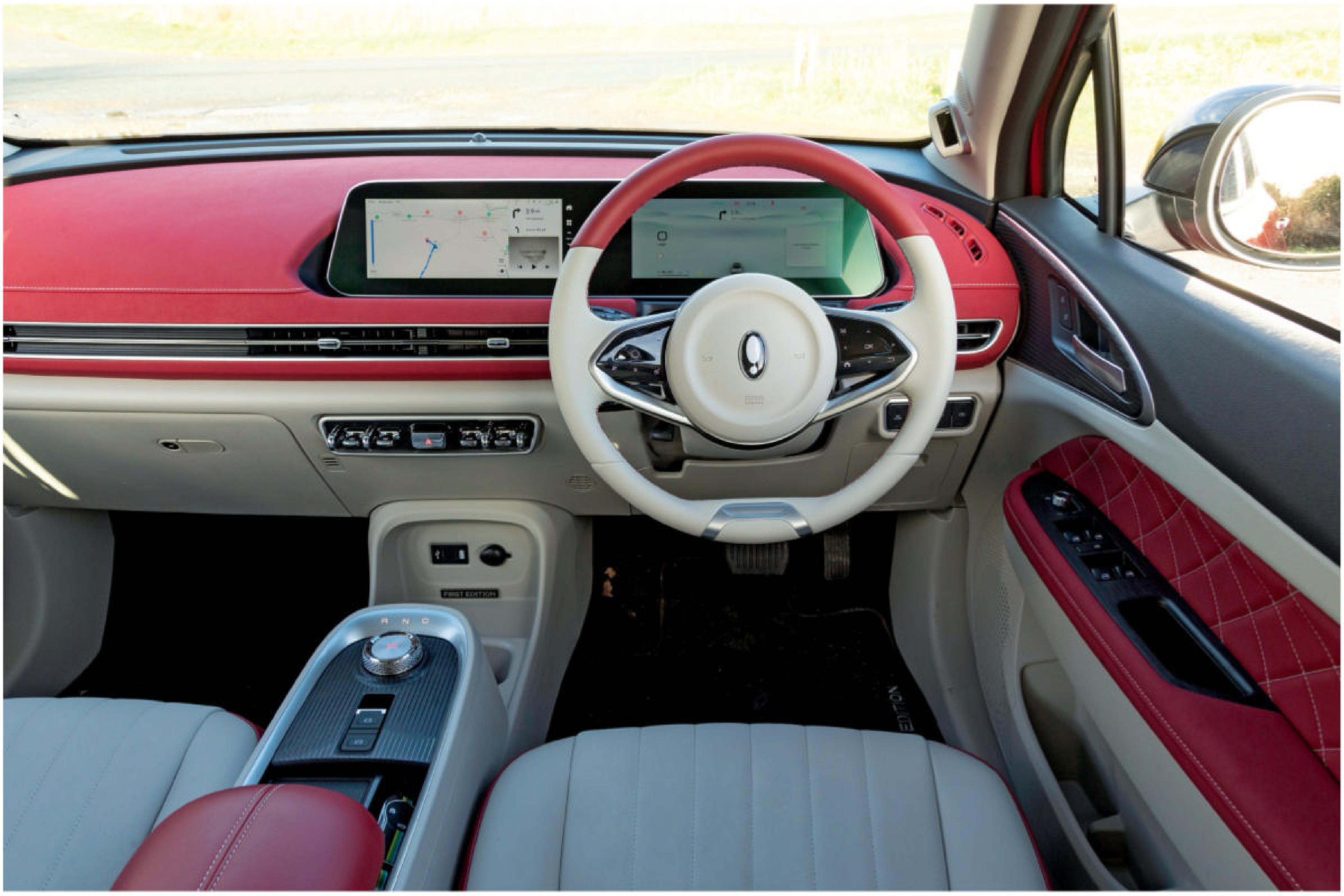
With an electric motor, power and torque are pretty easy to come by and don't hurt efficiency in the same way that a bigger engine would. Making that power usable is a bigger engineering challenge, and one that the MG 5 and Mégane E-Tech Electric haven't entirely met. Be too enthusiastic in one of those and you get copious wheelspin and abrupt interventions from the traction control, whereas a Mini Electric or Cupra Born has far faster and smoother-acting systems.

Unfortunately, the Funky Cat belongs to the former category. On a slightly damp track, it powered to 62mph in 8.2sec, a tenth quicker than its maker's quoted time. However, achieving that time requires careful throttle control to avoid spooking the traction control, which can be disabled but reactivates automatically over 35mph. It will let the front wheels spin wildly for an instant before shutting down the power with an audible thump. On the road, it's a ➔

● Plenty of soft-touch materials and red microsuede in the cabin give the Funky Cat an upmarket feel, superficially at least.

● Key is roughly car-shaped, like a Porsche's, and very heavy, like a Bentley's. The rotary drive selector isn't the most intuitive to use.

● Camera in this pod monitors the driver to ensure you are paying attention and a spoken warning will play if it judges you aren't. It can be defeated by a piece of tape.



3.9 mi
ahead 83 yd
Laughter Or Crying

Multimedia system ★★⯪☆☆

At launch, the Funky Cat does without Apple CarPlay and Android Auto. GWM told us that the functionality will be added in an over-the-air update by the summer.

Navigation, DAB radio, Bluetooth and, oddly, Deezer, are built in to the 10.25in touchscreen's interface, but for podcasts or any other streaming service, you'll have to use Bluetooth. It provided a relatively stable connection, but it is impractical compared with phone mirroring. The speakers can also sound a little thin when competing with road noise on the motorway.

Generally, the system's interface is fairly simple but it suffers from a messy design and tiny on-screen buttons – particularly those for the navigation's keyboard. The nav itself works well and will show how much range you'll have left at your destination.

Pressing the voice command button or saying 'Hello Ora' triggers the voice assistant and causes a cartoon character to pop up on the screen, but we found it was unable to parse fairly simple commands like "find the nearest Gridserve charger".

> “It struggled at one point to maintain 70mph on a moderate hill”

← niggle rather than a problem, but nevertheless other EVs do it better.

The Funky Cat’s variable performance at higher speed is worth discussing as well. That it reaches 100mph in 25.9sec, even though its top speed is supposedly 99mph, is academic. That it is only marginally quicker from 30-70mph than the far less powerful Fiat 500 is mildly disappointing.

However, that it struggled at one point to maintain 70mph on a moderate hill when its battery was a quarter full was a slight concern. All EVs lose some performance when their batteries get low, which is why we ensure they are at least 80% full before performance testing, but we have not previously experienced a drop this noticeable.

The Funky Cat offers three levels of regenerative braking, in addition to a true one-pedal mode. Even if you lift off brusquely, the regen will build gradually. Conversely, if you try to slow down gently, the level of deceleration can be hard to judge because the response is delayed. As a result, most testers avoided the stronger modes. This is easier said than done, because it will occasionally (but not consistently) reset to the strongest mode when turning off the car.

As well as the traction control, it was clear during our braking tests that the ABS lacks a final layer of polish. When braking from 75mph, it would briefly lock the front wheels before the ABS kicked in. After a few successive stops, there was also a strong smell of brakes, though the stopping distances didn’t increase dramatically. A stopping distance of 60.9m is about midway between the Peugeot e-2008’s 57.5m and the Renault Mégane E-Tech Electric’s 63.7m – both also recorded on a damp surface.

HANDLING AND STABILITY

★★★☆☆

With an all-new car on an all-new platform from an all-new manufacturer, the chassis is where things can easily go wrong. The sight not of Michelin, Bridgestone or even Hankook tyres but of Giti GitiComfort tyres doesn’t inspire much confidence either. However, we’re pleased to report that, with the exception of the previously discussed traction control, there is nothing seriously wrong with the way the Funky Cat negotiates a set of corners or a challenging surface.

Be in no doubt: this is no hot hatch, and the Mini Electric, Fiat 500 and Cupra Born are far sharper tools that will entertain more willingly down a country road. For that, the Ora exhibits too much body roll, and the light steering (even in its Sport setting) imparts no feedback whatsoever. Butting up against the traction control also discourages spirited driving, as does the stability control, which noisily shuts down any rotation on a trailing throttle before it has a chance to develop.

With that said, the Giti tyres defied expectations by providing perfectly adequate grip, even on very wet roads. Perhaps a different tyre might add some life to the steering, but then again, it might not. The body roll, while noticeable, builds gradually, and the slowish steering is precise enough, and more predictable in its response than some variable-ratio systems.

COMFORT AND ISOLATION

★★★⯪☆

Similarly, there’s little to complain about when the road gets bumpy. The suspension is neither especially soft nor especially hard, but it’s never harsh or wallowy. It just soaks

BJ72 NRL
BJ72 NRL

● Traction control is slow to react and heavy-handed, there was a noticeable drop-off in power as the battery ran down, and lots of road and wind noise passes into the cabin.

Assisted driving notes ★★½☆☆

Euro NCAP named the Funky Cat the safest small family car for 2023 thanks to its excellent occupant protection in a crash, as well as the comprehensive driver assistance features that come as standard. In addition to the obligatory lane keep assist and automatic emergency braking, it has blindspot monitoring, adaptive cruise control with lane following, and driver monitoring.

Unfortunately, the lane keep assist is quite over-eager and will make steering corrections even when you're nowhere near the line. It takes quite a few taps of the screen to disable, too. The driver monitoring system is also quite the disciplinarian and will berate you for looking out of the side window a fraction too long.

The cruise control is disconcertingly late to slow for stationary traffic ahead, yet it slows unnecessarily and jerkily for the faintest 'corners' on motorways. But active lane following is fairly smooth and blindspot monitoring works well.

AUTONOMOUS EMERGENCY BRAKING

- ● Does the system avoid false activation well? ✓
- ● Can it be deactivated? ✓
- ● Does it have pedestrian/cyclist detection? ✓

LANE KEEPING ASSISTANCE

- ● Is the system tuned to keep the driver engaged at all times? ✓
- ● Is it adjustable for sensitivity? ✓
- ● Does it allow you to drive around a pothole/obstacle within your lane easily and without deactivation? ✗

INTELLIGENT CRUISE CONTROL

- ● Can the system consistently recognise and automatically adopt motorway gantry-signed variable speed limits? ✗
- ● Does it prevent undertaking? ✗
- ● Does it have effective audible or visual alerts, or steering intervention, to prevent changing lanes into the path of an overtaking car? ✓

Front Assist
Side and Rear Assist
Lane Assist
Traffic Assist
Lane Assist
Emergency Steering Function
Smart Dodge
Alert Mode
Vibration
Sound
Vibration&Sound
Lighting
Driving
Parking
Intelligent Driving
Reset

up most bumps without complaint, delivering a ride that is pretty relaxed and composed for the class.

Noise isolation is a major weak point, though. There's more suspension noise than in rivals, but it's the road and wind noise when you leave town that can get wearing. We recorded 68dBA at 50mph and 72dBA at 70mph, respectively 4dBA and 1dBA more than in the Fiat 500, a car which is obviously positioned as a city car. It doesn't even bear comparison with the impressively refined Cupra Born or even the Vauxhall Corsa Electric.

The seats are quite soft, making them inviting for short journeys, but they the lack lumbar support to take the strain out of longer drives.

BUYING AND OWNING

★★½☆☆

Ora is not aiming for the bargain prices that MG is. Even so, at £31,995 it is still one of the cheaper EVs you can buy. And at the time of publication, you can actually buy one: Ora has cars in stock and you won't have to wait months before it arrives, like you do with a lot of cars at the moment, particularly EVs.

If you do choose the Funky Cat, that means walking past the larger and much longer-range MG 4, as well as cars like the Vauxhall Corsa Electric, Peugeot e-208 and Renault Zoe. Those are slightly smaller, but longer-range and more mature-feeling cars.

And that feeling of immaturity could be a factor that puts buyers off. The Funky Cat is littered with little things that signal that this car could have benefited from another six months of development. We have previously mentioned the frustrating indicator stalk, but there are other bugs like some of the settings randomly resetting.

The keyless entry won't always unlock the car. The handbrake will sometimes let you drag the stationary rear wheels forwards. The power steering motor and the vacuum pump for the power brakes are very noisy. Consider also some of the poorly tuned systems like the ABS, traction control and cruise control and it adds up to an overall experience that feels a bit too much like a public beta test.

An economy gauge that couldn't be reset made efficiency readings somewhat fraught, but we saw figures between 3.0mpkWh and 3.4mpkWh in mixed driving during a mild winter week. That's quite some way short of the 3.8mpkWh we saw from the larger, faster Cupra Born and Kia Niro EV we tested in spring, or the Fiat 500 that we also tested in winter. It works out to a real-world range of around 150 miles, which is nothing to write home about these days.

We had an interesting experience rapid-charging the Funky Cat, with failed charges at 50kW Gridserve chargers. It turned out these machines had yet to be updated on Gridserve's side to work with the Ora. GWM says that this will be fixed soon, but like the absence of Apple CarPlay and Android Auto, it's something you would expect to be sorted before launch.

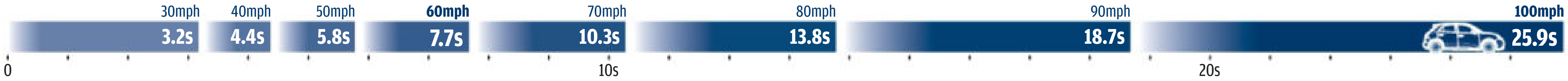
When we found a 150kW unit to do the charging test, the Funky Cat maintained 50kW – close to its maximum rate of 64kW – for most of the session. Even so, an e-208 or MG 4 can charge at 100kW or more.

Ora is offering a five-year unlimited-mileage vehicle warranty, and an eight-year, 100,000-mile battery warranty. It is not the longest warranty but does give some reassurance that this new brand stands behind its product. ➔

ACCELERATION

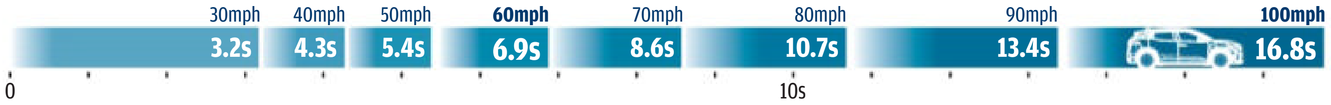
Ora Funky Cat 48kWh First Edition (12deg C, damp)

Standing quarter mile 16.6sec at 85.4mph, standing km 30.5sec at 103.3mph, 30-70mph 7.2sec



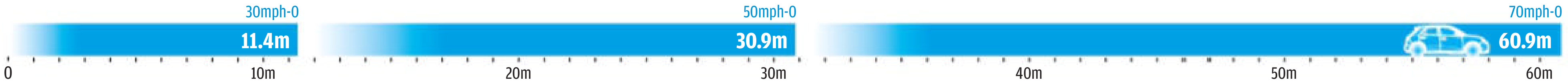
Renault Mégane E-Tech Electric 60kWh (2022, 14deg C, damp)

Standing quarter mile 15.3sec at 96mph, standing km 28.5sec at 102.2mph, 30-70mph 5.4sec

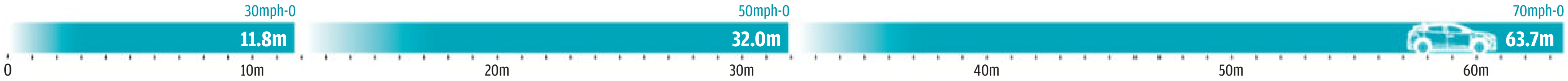


BRAKING 60-0mph: 3.41sec

Ora Funky Cat 48kWh First Edition (12deg C, damp)



Renault Mégane E-Tech Electric 60kWh (2022, 14deg C, damp)



Data log

ORA FUNKY CAT 48KWH FIRST EDITION

On-the-road price	£31,995
Price as tested	£32,790
Value after 3yrs/36k miles	£16,325
Contract hire pcm	£515
Cost per mile	na
Insurance	21/£618

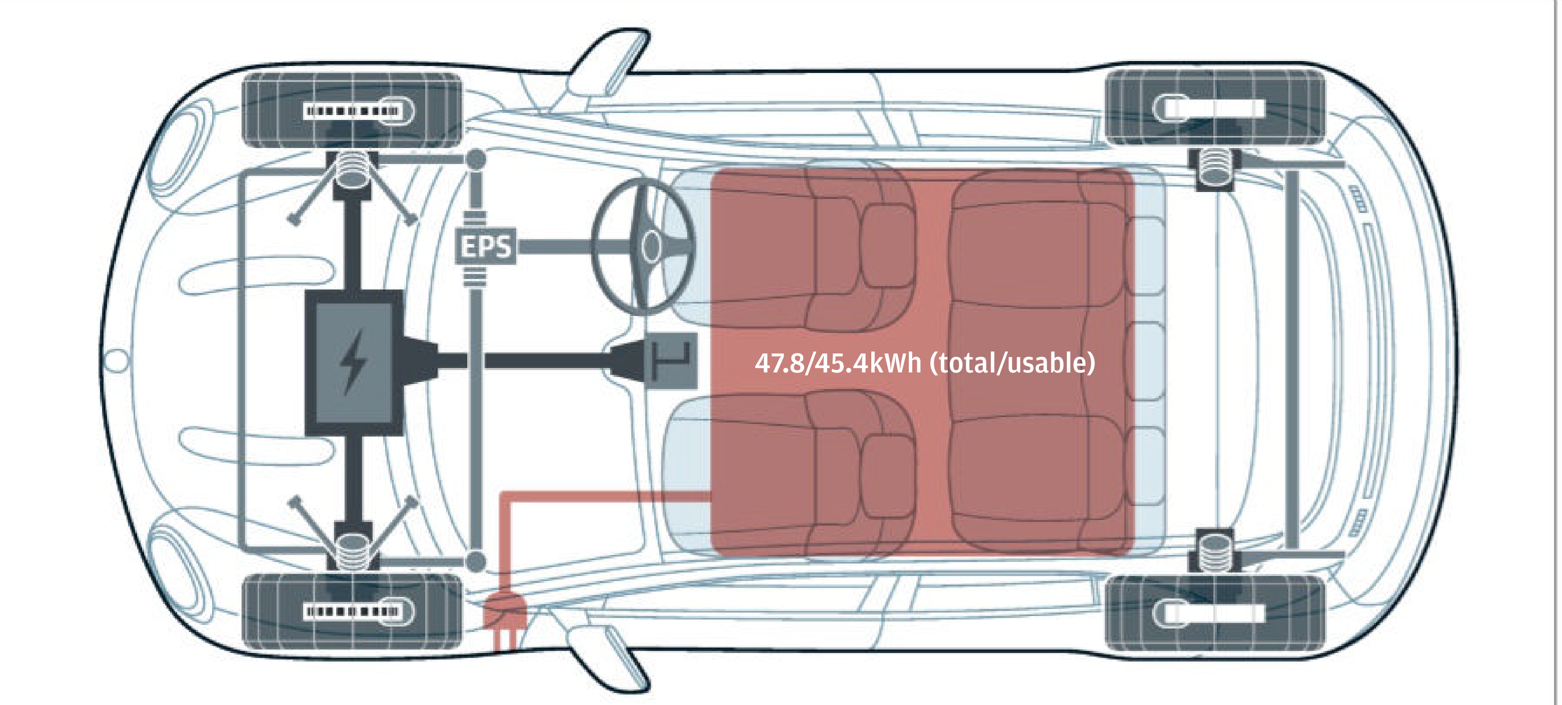
TYPICAL PCP QUOTE

3 years/30,000 miles, 15% deposit £493
With a £4750 deposit, our test car would cost £493 on a PCP deal through Ora. There is a £15,895 optional balloon payment, which works out to an APR of 8.9%. There is an excess mileage charge of 9.6p per mile. On similar terms, a Corsa Electric Anniversary will cost £461.

EQUIPMENT CHECKLIST

18in alloy wheels	🟥
LED headlights	🟥
Keyless entry and start	🟥
Dual-zone climate control	🟥
Electric leatherette seats	🟥
12.3in digital gauge cluster	🟥
12.3in touchscreen infotainment with DAB, Bluetooth, navigation, voice assistant and over-the-air update capability	🟥
Three USB-A ports	🟥
Adaptive cruise control with active lane following	🟥
Blindspot monitoring	🟥
Rear parking sensors, 360deg camera	🟥
Camera driver monitoring	🟥
Mars Red metallic paint with Starry Black roof	**£795**

Options in **bold** fitted to test car
🟥 = Standard na = not available



TECHNICAL LAYOUT

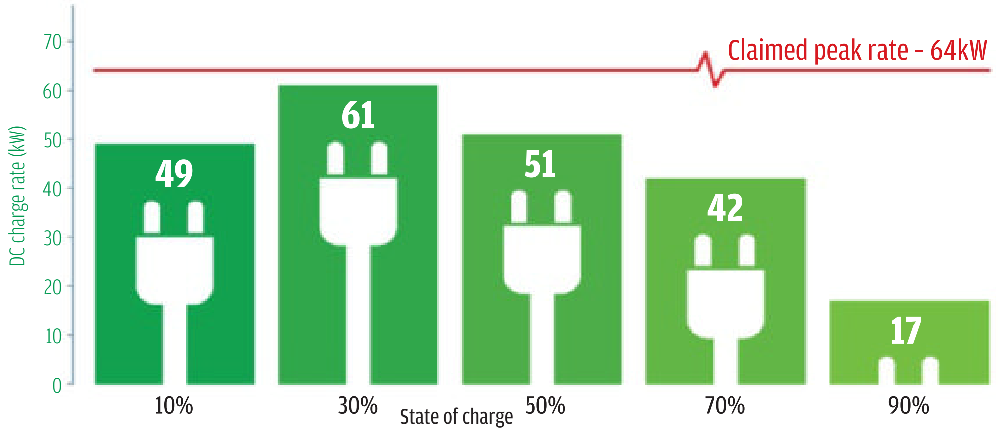
The Funky Cat uses the GWM-developed LEMON platform, which is able to accommodate an engine in the front and an additional electric motor in the rear, but the Funky Cat has only a single front motor. The 47.8kWh battery is mounted under the floor. Weight distribution on our scales was 56:44 front to rear.

MOTOR

Installation	Front, transverse, front-wheel drive
Type	Permanent magnet synchronous motor
Power	169bhp
Torque	184lb ft
Battery type	Lithium ion (lithium-iron-phosphate)
Battery capacity	47.8/45.4kWh (total/usable)
Battery voltage	364.8V
Power to weight	110bhp per tonne
Torque to weight	120lb ft per tonne

CHARGING PERFORMANCE

Claimed peak rates 11kW (AC), 64kW (DC)
DC test peak rate/weighted average 61/47kW
Charger used for test Gridserve 150kW



CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1540kg/1580kg
Drag coefficient	0.29
Wheels	18in, alloy
Tyres	215/50 R18 96V, Giti GitiComfort 225 V1
Spare	None (mobility kit)

TRANSMISSION

Type 1-spd reduction gear

SUSPENSION

Front MacPherson struts, coil springs, anti-roll bar
Rear Torsion beam, coil springs

BRAKES

Front 320mm ventilated discs
Rear 280mm solid discs
Anti-lock Standard
Handbrake type Electronic, switch
Handbrake location Centre console

STEERING

Type Electromechanical, rack and pinion
Turns lock to lock 2.7
Turning circle 11.2m

SAFETY

ESC, AEB, LKA, blindspot monitoring, active lane following, driver monitoring, rear cross-traffic alert and brake
Euro NCAP crash rating 5 stars
Adult occupant 92% **Child occupant** 83%
Vulnerable road users 74% **Safety assist** 93%

CABIN NOISE

Idle na **Max power at 90mph** 76dBA
30mph 63dBA **50mph** 68dBA **70mph** 72dBA

ACCELERATION

MPH	TIME (sec)
0-30	3.2
0-40	4.4
0-50	5.8
0-60	7.7
0-70	10.3
0-80	13.8
0-90	18.7
0-100	25.9
0-110	-
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

ACCELERATION IN KICKDOWN

mph	TIME (sec)
20-40	2.2
30-50	2.7
40-60	3.3
50-70	4.5
60-80	6.1
70-90	8.4
80-100	12.1
90-110	-
100-120	-
110-130	-
120-140	-
130-150	-
140-160	-

ECONOMY

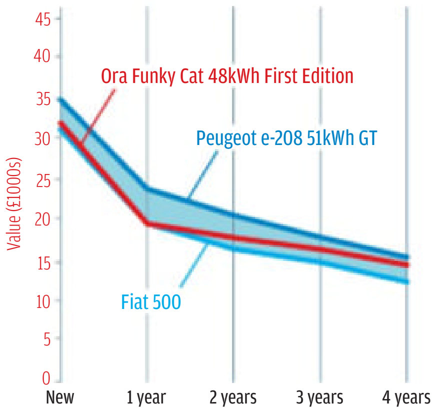
TEST MPG*	**Low**	2.6mpkWh
	Mid	3.1mpkWh
	High	3.4mpkWh
	Range	154 miles
CLAIMED	**Combined**	4.0mpkWh
	Range	193 miles

**As there is no way to reset the efficiency readout and charging issues stopped us from performing an alternative test, we have provided low, mid and high figures instead of the usual metrics.*

EMISSIONS & TAX

CO_2	0g/km
Tax at 20/40% pcm	£11/£21

RESIDUALS



● CAP reckons the Cat will take a big hit in the first year but should hold its value fairly well after that, more so than rivals.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2023, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Funky Cat, contact GWM Ora UK, The Gate, International Drive, Solihull, B90 4WA (01285 647700, gwmora.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST No 5609

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VERDICT

★★⯪☆☆

Decent value and funky looks but a mediocre experience overall

Building cars is hard. We may criticise new models for the finer points of ride and handling, minor practicality issues, or electric range that's slightly behind the class average but, by and large, all modern cars feel like thoroughly engineered products. And that's a credit to the long and rigorous test and development procedures, as well as more than a century of iterative improvement.

So when a new-to-Europe brand launches a new car like the Funky Cat, we must praise it for hitting a competitive mark in some, if not quite all, ways. It will draw in potential buyers with likeably cheerful styling and a plush interior. For its size, it's quite keenly priced, so if someone was considering a Fiat 500 or Mini Electric as a predominantly urban EV, the Funky Cat could be a viable alternative that offers a bit more space.

Compared like for like with cars such as the Vauxhall Corsa Electric, however, it lags on range, charging, long-distance comfort, ease of use, multimedia and assisted driving (no matter what NCAP says). What's more, a lot of the finer details, like missing features and system glitches, suggest this car isn't finished and needs another cycle of development.

Testers' notes

ILLYA VERPRAET I was all ready to mock the Ora Funky Cat's silly name. But frankly, when the best that other manufacturers can come up with is unimaginative dross like bZ4X, EQE SUV or HR-V, I'm all for something memorable, friendly and, well, funky.

MATT SAUNDERS Someone at Great Wall has been watching too much Star Trek, because the Funky Cat won't stop talking to you in badly translated English. "ACC is activated. Please stay focused"; "Check that key is in car"; "Adaptive cruise control cancelled"; and best of all "Lateral control exited. Please take control of the steering wheel".

Spec advice

At launch, every Funky Cat is a First Edition, and you only get to choose a colour scheme. Future versions will offer a bigger battery and options like heated seats and a panoramic roof.

Jobs for the facelift

- Make the infotainment more user-friendly.
- Iron out the bugs.
- Work on giving it the polish expected of a modern car in its control systems, haptics and refinement.

ROAD TEST RIVALS

Verdicts on every new car, p74

	1	2	3	4	5
	MG 4 EV LONG RANGE SE	**VAUXHALL CORSA ELECTRIC ANNIVERSARY EDITION**	**PEUGEOT E-208 51KWH GT**	**FIAT 500 ELECTRIC**	**RENAULT ZOE R135 BOOST CHARGE ICONIC**
	Not as cheery as the Ora, but makes everything else look overpriced. Runs away from the pack on range, power and space. Good to drive, too.	A range and power boost are incoming, but even as is, the Corsa is a very good, if slightly unremarkable, small electric car.	Posher than the Corsa and already available with the bigger battery, but that is reflected in the price. Still a very complete and stylish small EV.	Price increases have made it quite expensive for a very small car, but Fiat's icon nails the retro vibe and is surprisingly entertaining to drive.	Quite old now, but still has competitive range, feels grown-up to drive and comes with a lot of standard equipment.
	★★★★☆	★★★★☆	★★★★☆	★★★★☆	★★★⯪☆
Price	£29,495	£31,800	£34,955	£31,195	£31,995
Power, torque	201bhp, 184lb ft	134bhp, 192lb ft	154bhp, 192lb ft	117bhp, 162lb ft	134bhp, 181lb ft
0-62mph, top speed	7.7sec, 100mph	7.6sec, 93mph	na	9.0sec, 91mph	9.5sec, 87mph
Economy, range	3.8mpkWh, 281 miles	3.9mpkWh, 222 miles	na, 248 miles	4.5mpkWh, 203 miles	3.5mpkWh, 238 miles

AUTOCAR

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ARABIAN ALL-

NIGHTERS

The Dakar is the toughest rally on Earth, and these are the mechanics who make it happen. **Piers Ward** joins them on the job

It's 3 January 2023, and we're in the middle of the Arabian Desert (an area of 900,000 square miles, which is actually bigger than Saudi Arabia itself) and experiencing the sort of weather that you would normally expect of a winter's day in Bognor Regis.

A Toyota GR DKR Hilux T1+ has just returned from a 416-mile stage, having been driven across the kind of terrain that gives NVH engineers nightmares and with another 356 miles planned for tomorrow. And before it leaves the bivouac at 7.30 tomorrow morning, a 90-point checklist needs ticking off by a team of mechanics who have themselves driven 250 miles across the desert from the previous night's bivouac.

It has rained heavily for 24 hours and the temperature is struggling to reach 5deg C. There is shelter, in the form of a large tent, but the rain is creating small rivers under the tarpaulin as the men fight with slippery tools and reluctant parts.

This is the Dakar Rally, and these are its unsung heroes.

Take Willem 'Mack' Botha. He left his wife and kids on Christmas Day, flying from his native South Africa up to Saudi so that all three works Hiluxes would be ready for the first stage on 31 December.

Surprisingly, they weren't sent in assembled form. Instead, they were stripped to ship, elements like the bodywork and suspension being taken off so that they could fit in the cargo hold of a passenger plane. Along with two boxes of parts, all this came through the air. Meanwhile, the rest of the team's kit, running to 16 tonnes in total, plus the support trucks, was sent on a boat. →

Toyota Gazoo Racing entered three Hilux T1+s

The team then set to putting it all together, building the three cars (including the favourite to win this year, driven by Nasser Al-Attiyah) and making sure all the parts and vehicles are ready for the gruelling 5000-plus miles to come.

Botha says that at this point, it's busy but relaxed. It's the first rally stage where the pressure really starts to build, as all the hours of design and preparation in South Africa (everything other than the gearbox and dampers is built there) either pay off or end in failure.

"The first stage is really stressful, because we have no comms with the guys, so we have no idea how the cars are performing," he says. "We can track their position, but that's it. I've got everything crossed until they can unseal their phones at the end of the stage."

At that point, Mack and the mechanics (there's a band name in that somewhere...) will know how busy their evening and night is going to be. A rough status report is phoned in, but it's only when the drivers get back into the bivouac that there's a full debrief.

It's surprisingly calm at this point, with each crew member taking a corner. I'm used to race mechanics operating at 1000mph, because of the time pressures, but here they know they have time. The cars get in about 3.30pm and aren't due back out until 6.30am, so there are plenty of hours for checking.

"We need to be calm and work cleanly through the checklist," says Botha.

Not that this looks like a two-minute job. It's a side of A4 with about 90 items on it, each one of which needs ticking, right down to checking the horn and the decals.

Rocco Hendricks is one of the key men, because he's in charge of the dampers. You can have the best Dakar powertrain in the world, but if you can't control how that power gets onto the dunes, you will be nowhere. Hendricks, along with his shims, is the man for that task.

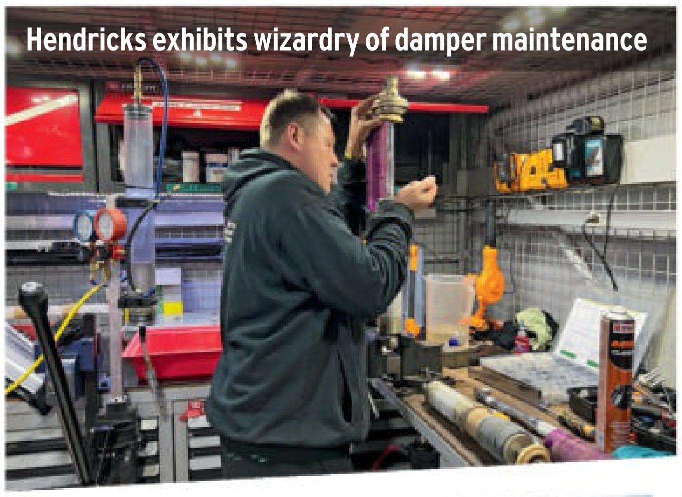
If you think aerodynamics is a dark art, wait until you talk to a damper engineer. Hendricks checks 12 dampers after each stage, including emptying the foul-smelling oil and replacing it with fresh stuff, but it's the set-up where the skill really lies. Controlling the flow of oil across the damper, these flat rings of metal (the shims) number around 44 in each damper, some as thin as a human hair. The positioning and thickness of each is absolutely crucial, and the variety of combinations is almost endless.

Hendricks is well aware of the responsibility: "It's constant work, because as the speed increases or the Balance of Performance changes [as dictated by the FIA], we have to adapt the damping. Every year we look for something.

"I enjoy it. You can get it wrong so quickly, but the day you get it →

PIERS WARD

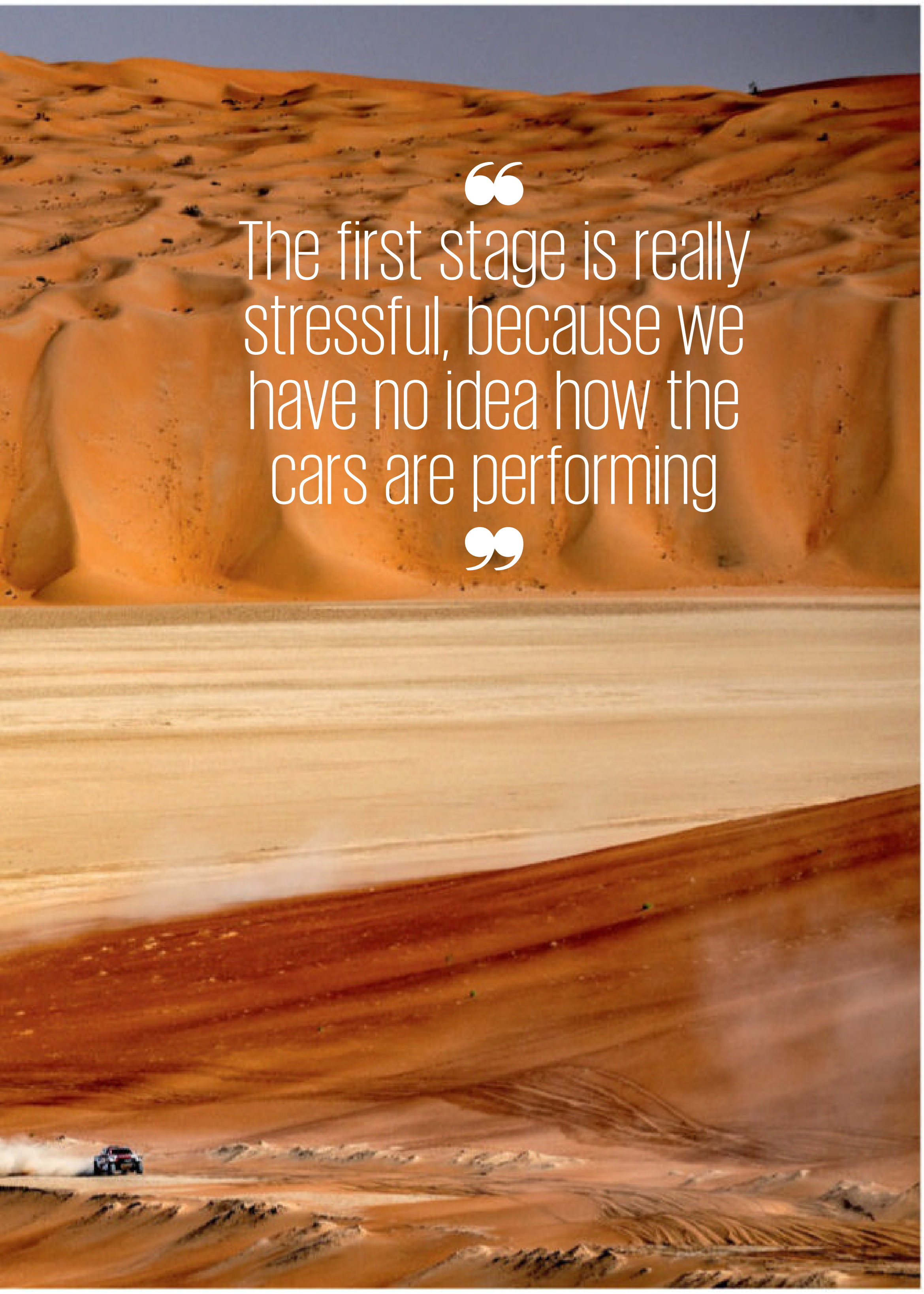
Teams' tents and gear come across desert in trucks


Hendricks exhibits wizardry of damper maintenance

Botha debriefs driver Al-Attiyah post-stage

TOYOTA GAZOO Racing
GR
HILUX
USN
Henk

TOYOTA GAZOO Racing
HILUX
Lategan
Brett Cummings
USN
eurol



> “The first stage is really stressful, because we have no idea how the cars are performing”

A DISABLED INSPIRATION

Tales of epic survival are spread liberally all around the Dakar. But one man in particular sticks out: Isidre Esteve. He was paralysed in 2007 in a motorbike accident in his native Spain, but by then he had already got the Dakar bug, having competed on a bike 10 times. Something as insignificant as losing movement in both his legs wasn't going to stop him.

So in 2009 he was back, in a car with co-driver Txema Villalobos. It's fair to say that things didn't go well, as Esteve explains: “We had electrical problems, so I spent 20 hours strapped in the car. Because I can't move, it was really bad for my skin, and I got terrible blisters that took me one and a half years to get over.”

It's the sort of experience that would put off most people, but not Esteve. Instead, he and sponsor KH-7 made a special pillow that constantly massages his skin to prevent blisters.

Along with Villalobos, he has been back multiple times, competing with throttle and brake controls mounted on the steering wheel, while his legs are strapped in so that they don't flail around in the cockpit. There's a trigger to operate the clutch on the gearstick, but other than these alterations, his Toyota Hilux is completely standard.

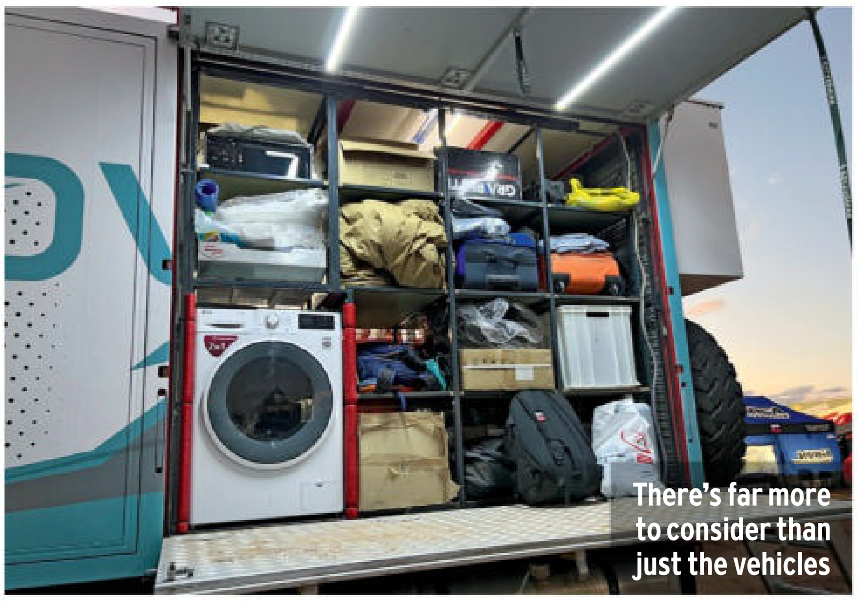
Physically, it's exhausting: because his entire world is controlled and braced through his arms, Esteve has to have hours of physio.

Interestingly, his struggles don't concern making the Hilux go and stop – it's the lack of feeling in his backside and legs that hinders him. Whereas able-bodied drivers can react as soon as they feel the car's movement in the base of their seat, or even their feet planted on the floor, Esteve can't react until the movement reaches his ribcage, the lowest part of his body where the nerves still function. So he can't arrest a slide as quickly, which makes his achievements at Dakar all the more startling.

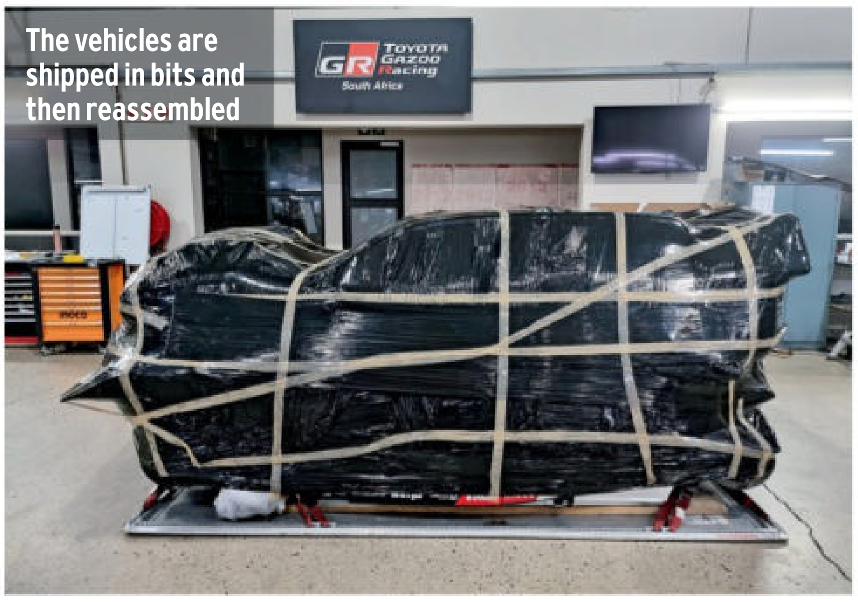
The thing Esteve is most proud of? That he's in exactly the same class as able-bodied professionals like Nasser Al-Attiyah and Carlos Sainz. He has no special dispensation, no extra time or help. He runs the same route to the same punishing schedule, strapped in his seat for around 10 hours a day. He is surely one of the most motivational individuals on the planet.

Esteve's Hilux runs in same T1 class as works Toyota GRs

Esteve (right) with co-driver Villalobos



There's far more to consider than just the vehicles



The vehicles are shipped in bits and then reassembled

SHOOTING FOR VICTORY

Nasser Al-Attiyah, Toyota's lead driver, has a surprisingly swift answer to the question as to whether he would rather win a fifth Dakar or an Olympic gold in shooting, his other chosen sport: "Definitely the gold. I've already won bronze, so now I really push to win in Paris [in 2024]."

It's indicative of the drive that marks out all top athletes and reveals the inner steel that's hidden behind the Qatari's easy charm.

Whereas Carlos Sainz is all nervous energy and 1000-yard stare when I've met him, Al-Attiyah is outwardly far more relaxed. Clearly fit, he looks at ease despite the pressure of his 'home' race and the favourite tag. Not that he's having an easy time when I speak to him.

"It has been really tricky with the water," he says, "because only in the top 10-15mm is the sand really hard and then it's very soft underneath. I really hope for no more rain."

He had an 18-minute overall lead at that point, but competitors can never relax ("we can never say it's comfortable"), knowing full well that Dakar has a habit of throwing curveballs.

Still, with Saudi's empty quarter to come and his innate knowledge of dunes, there's a quiet confidence about him and the team.

Ask him how many times he wants to win Dakar and you get an equally rapid response: "Stéphane [Peterhansel] in the cars has eight. To break the record of the cars will be good. Why not?"

He did end up taking a fifth win in 2023, so it's a sure bet that he will be back next year.

Al-Attiyah won with VW in '11, Mini in '15, Toyota in '19, '22, '23

PIERS WARD

> "When a driver shakes your hand because you solved a problem, that's when it's worth it"

Drivers are often seen getting their hands dirty as well

← right… When a driver shakes your hand because you solved a problem, that's when it's worth it."

After all this, there's a rest day, you will be pleased to hear. This is for the drivers, though. For the mechanics, the rest day involves changing at least all of the following: gearbox, front and rear differentials, propshafts, wishbones, driveshafts, uprights, steering rack, dampers, brakes and discs. Pretty much the only thing missing is the engine, and they even carry spares of that, just in case.

This is unlike any other kind of motorsport I've ever experienced, having the sort of brutal schedule and attritional nature that would finish off Antarctic explorers. It's tiring me out just talking about it, and they've another 12 days of this.

The question you most often find yourself asking is: 'Why?' To most normal people, this is endurance beyond anyone's natural calling. But spend time with this lot and you begin to understand it. The sense of camaraderie is all-pervading, with people returning on multiple years and being thrown together into this brutal melting pot.

I go for dinner with Botha and Hendricks in the vast catering tent (a logistics operation all on its own, serving 200,000 meals over two weeks) and there's a general sense of people getting on, faces being recognised and birthdays being celebrated. They're all rivals but mates as well, aware that here the ultimate enemy is nature.

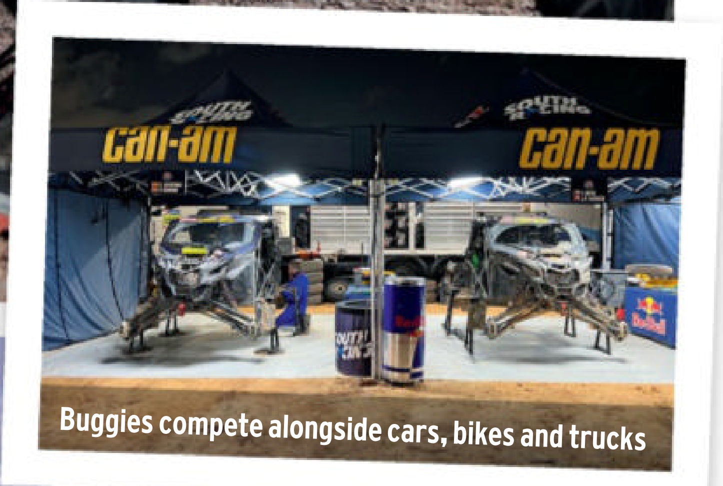
It's all helped by the bivouac being the hub for everyone. The mechanics sleep in tents by the cars or sometimes on the tops of the lorries, and even the drivers kip in the bivvy, albeit inside a motorhome. But they're all there, right in the thick of the action, so if a lorry starts up at 5.00am to head off to the next stage, even Al-Attiyah will know about it.

The lack of sleep is relentless. I'm tired anyway (blame the jet lag), but listening to Botha, Hendricks and the others, the osmosis of their endurance is making me even more knackered. What on earth drives them?

According to Botha, it's simple: "This is my 20th Dakar, and I love it. It's the challenge of it and the fact that you don't get this anywhere else. We're South African-based and proud, and I want to show the world that we can be as successful as anywhere else."

As we say goodbye to the team on the rally's fifth day, news filters through that tomorrow's stage has been cancelled on account of yet more rain having flooded the next bivouac location. So they're now instead faced with a journey of more than 600km to Riyadh, with a departure time of 5.00am for some of them. And it's also chucking it down in Riyadh.

Welcome to the Dakar.



Buggies compete alongside cars, bikes and trucks

Five minutes to plan for 400 miles

Also among rallying's unsung heroes are co-drivers – more so on the Dakar than anywhere else, discovers **Piers Ward**

Murphy makes plan before de Villiers gets going

"You wake up, you get shaken around all day and you go to bed." As far as job descriptions go, it's nothing if not to the point. The speaker is Dennis Murphy, co-driver to Giniel de Villiers in car #205, and it's fair to say that he ticks most of the South African clichés of a wadi-dry wit.

If the mechanics are the unsung heroes of the Dakar, the navigators run them a close second, having a level of responsibility that can mean the difference between a win and a retirement.

Park all your preconceptions about co-drivers in the World Rally Championship. Each stage in the Dakar is longer than an entire WRC event, and every single one of those stages is a step into the absolute unknown. They get no reconnaissance runs, no maps and no satellite images – instead, just a series of organiser-supplied route notes five minutes ahead of the off, a 900,000-square-mile desert and only a rough idea about where to head.

Five minutes to plan a 400-mile route across virgin desert. To most people, those five minutes would be panic central, with all sorts of Corporal Jones moments and plenty of flapping. But Murphy isn't most people.

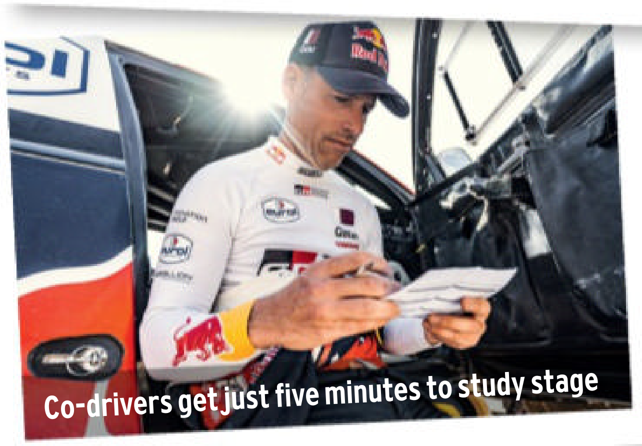
"We get the road book beamed into our display screen, wait five minutes and then the bouncing starts," he says. "I check for speed zones [where the speed is restricted around hazards like animals or houses], but I don't go through the book. There's way too much information. So I scan the first 10 pages, trying to work out what sort of terrain it will be, and then get ready."

Weirdly, the navigators prefer this lack of preparation. Previously, road notes were handed out the night before, so teams would spend hours trying to work out the best route. With this new method, sleep is easier to come by.

There are two screens in front of Murphy. The left contains the road book while the right is his checkpoint table for the waypoints. These are a series of virtual points dotted across the desert – well over 100 per stage – that the car needs to hit. Otherwise, a time penalty is applied.

Murphy works most of the car's switches from his side and has a remote control for his screens (a touchscreen doesn't work overly well in this sort of terrain), but he readily admits that he can't even see the monitors a lot of the time, so violent are the bumps.

Al-Attiyah and Baumel: team-mates and friends



Co-drivers get just five minutes to study stage

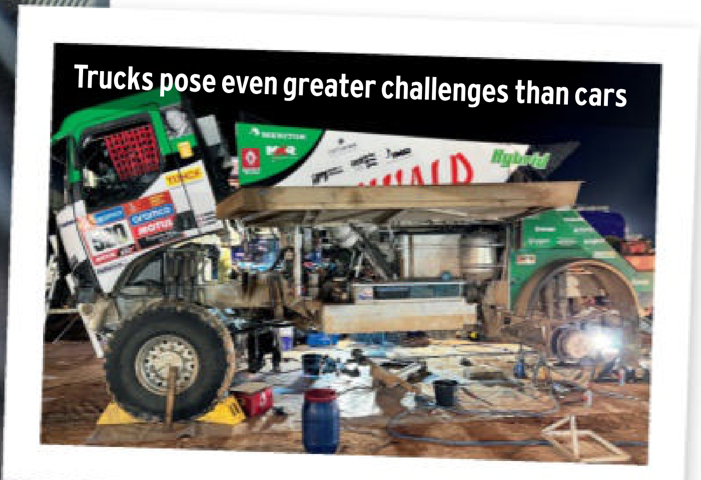
Headaches? "Plenty. I carry tablets in the door."

There's no one-size-fits-all type of co-driver. Trust between the driver and the navigator is vital, but the way people achieve that varies. Murphy has a good relationship with de Villiers, but they don't socialise outside of the cockpit, whereas Al-Attiyah and Mathieu Baumel even go on holidays together. Whatever works for whichever crew.

The pressure and skill level are off the scale. But there are advantages to the job: co-drivers are part of the driver line-up so get to sleep in a motorhome and can have some downtime in the evenings.

That's not the case for Pierre Calmon. He has done nine Dakars and is partaking this year in a MAN TGA truck, acting as the co-driver in a three-man support crew for three buggies. The third crew member is the mechanic.

If you're new to Dakar, let me explain what seven levels of hell these people operate in. As the bikes, quads, cars and buggies track across the desert, these 11-tonne behemoths follow, carrying all the spares in case anything goes wrong with the 'principals'. So they quite literally drive a lorry across the desert, setting off after everyone else, rescuing people they come across, not eating anything all day and quite often getting into the bivouac well after midnight.



Trucks pose even greater challenges than cars

Some carry gear to assist stricken competitors

Calmon (l) inspects damage after mid-stage hit

Co-driver gets own touchscreens for navigation

> “You need big balls, as you can't be scared of the desert”

Calmon and I were WhatsApping while I was in Saudi and one message came in at 1.40am: “Just getting into my tent.”

The support trucks are timed, but with repairs on their mind and ‘only’ 500bhp at their disposal, they're not eligible nor likely to get on the podium. There are also racing trucks, with 1000bhp and propshafts as thick as Sir Chris Hoy's thighs, but they carry no spares so hustle across the desert as quickly as they can navigate it.

The truckers' world is different. As Calmon delicately puts it: “When you're f****d, you're really f****d in a truck.”

Once in South America, they had to call in the army to get one out, literally building a road through the wilderness to rescue someone who had got stuck. Another time, organisers had to helicopter-drop food and water to eight that were beached beyond immediate rescue.

So Calmon is vital. Whereas the cars and bikes can tackle most obstacles, obviously a truck needs to forge a different path. In a 200km day, they will easily do an extra 15km, because they can't go up the same dunes. Night driving is also an extra level of complication.

As Calmon explains: “If you see a single set of tracks going off in a different direction, you will know that's a truck. You need big balls, as you can't be scared of the desert.”

Calmon goes through three phases during a Dakar: love, questioning, never do it again. Then two months later he will sign up for the following year.

As you spend time with him, you can at least begin to understand his decision. Like the mechanics, there's a great sense of camaraderie among the truckers (“you always stop for a truck”), with the crews helping each other out and making sure everyone makes it through.

The organisers put on a prize-giving every evening, handing out awards for the stage wins in each class but also decorating any crew that made an outstanding rescue.

It's the Dakar way and perhaps its most surprising characteristic. Because in the maelstrom of all the competitive testosterone (men are in the vast majority here), big budgets and sleep-deprived people, it's the sheer openness of it that leaves a lasting impression. Not for Dakar the fencing and 15 different passes to get within 100 metres of a driver: head for the start of a stage and you can chat casually to global stars like Stéphane Peterhansel just after they've relieved themselves over the side of dune.

It's a different world. It's the Dakar world. **A**

PIERS WARD

> “We want our products to be very functional, but attractive with it”

Making simple cleverer

Steve Cropley asks Skoda’s boss how he’s refining its successful recipe for the EV age

It’s hardly surprising that Klaus Zellmer, chairman of Skoda for the past six months after more than two decades at Porsche, enthusiastically describes himself as a car guy. Anyone who has spent his working life rising through the ranks at the legendary German sports car maker (he was CEO of Porsche Cars North America for five years from 2015) is bound to fit that description.

The more interesting question is why a 23-year Porsche man should be drafted into Skoda, which sits at the opposite end of the Volkswagen Group’s price and prestige spectrum – especially since one of his recent Skoda predecessors, Bernhard Maier, spent five years as Skoda’s CEO after a similarly lengthy Porsche stint.

Zellmer says it’s all a coincidence, so my opening question about whether aspects of Porsche management are seen as useful to the job of running Skoda gets short shrift. The group does stuff like that, with managers and designers too. The main similarity between both jobs, says Zellmer, is that he’s moving from one successful company driven by a strong brand to another.

According to contemporaries, Zellmer has been chosen to lead Skoda because of his reputation for dynamic management. Previous chiefs have built and burnished the marque along the same broad path, but Zellmer will be the one who must lead it headlong into the electrification age. And as every car exec knows, that task is hardest for affordable marques because the considerable investment required has to be especially carefully balanced against the returns from modest car prices. Yet there’s plenty of ambition at Skoda: by 2026, it will have launched three new EVs; by 2030, it expects 70% of production cars to be battery-powered.

To achieve these things, Skoda has two life-changing projects on its agenda: its now-until-2030 strategy plan called Next Level, and the development and adoption across the whole range of a new design language called Modern Solid, a move group bosses have already described as “the most dramatic change” since VW acquired the Skoda marque in 1994.

Both moves are consistent with the VW Group’s reputation as the industry’s most successful manager of car marques that have a high degree of commonality, and whose cars fit into similar price ranges. Perhaps one reason for the success has been a concern in recent years that some of the models have been getting too close. “We need to do a better job of clearly distinguishing Skoda from Volkswagen, Seat and Cupra,” says Zellmer, “to ensure that our sales are incremental, not substitutional.

“The term Modern Solid contains two attributes that will guide our future designs,” explains Zellmer. “It sets us a completely different target from Volkswagen, for example, who talk about Timeless Progressive. We are for

young families, people we call 'everyday explorers'. We want our products to be very functional, but attractive with it. We want to fish in a different pond from the others so that our real opponents are external car makers, not our own brands."

I'm intrigued to know whether Zellmer has modified these core strategies, given they were drafted before his arrival, but both have such solid fundamentals that his job is mostly about implementation. Skoda, he says, is full of positive surprises: "This is a very honest, very hands-on company. We've been around exactly as long as Autocar – we started in 1895 – and the Czech people are very pragmatic. They always find a solution. That's the basis for our motto 'Simply Clever'. In meetings, if we run into a roadblock we always say the same thing: let's find a Simply Clever solution. And it works."

During its 30 years in the VW circle, Skoda has earned a reputation for creative use of the parts bins to produce singular models like the Yeti, Roomster and Superb: I wonder if this independence can continue, and if it's important to the new chairman. He cites as his answer last year's rugged-looking Vision 7S concept for a seven-seat EV (the only vehicle of this format in the group), and says that as well as giving an early view of Modern Solid styling, it defines the upper end of Skoda's product range.

The brand will always stay in "value for money" territory, he says, with today's £17,000 Fabia currently at the entry point and the Scala, based on the VW's Group's A0 city car platform, the most recent arrival in that arena. Simply Clever will stay, too, says Zellmer. He has teams at work right now on finding brilliant, innovative ideas (remember the Superb's door pocket umbrella?) and moving them into the digital age.

In recent times, smaller models haven't been selling strongly because, like most car makers in this period of component shortages, Skoda has had to concentrate on products and markets that most effectively contribute to the return of 8% on sales the group regards as success. (Zellmer is proud that if you remove the "three figures of millions" lost on unwinding its Russian operations, Skoda last year returned an 8.2% margin despite sales depleted by around 20%.)

Looking forward, the chairman cites building affordable battery EVs as the biggest challenge facing the car industry but says Skoda has pitched itself into the centre of the problem. "Our next car will be an A0-based BEV," he says, "and that should get close to a price of €25,000 (£23,800) – a good step. But getting below €20,000 (£17,600) has to be the goal, and it will be tough if we're going to offer our levels of safety, quality and design."

He adds: "We're already working on it. We've been tasked by the VW Group to look into a concept that will go below the A0. It is too early to talk about details, but I'm optimistic we can do it. I wouldn't be sitting here in this seat if I wasn't. But I don't want to overpromise, because it's hard. Let's talk in a couple of months. Then, hopefully, we'll know more."

Do low-cost cars need a big volume? Zellmer doesn't believe so, despite "fighting for every car" through the Covid years. "People ask if we can do 1.5 million, even two million, cars," he says, "but I don't believe that's the point. We've shown over the past years that we're resilient; our breakeven point is now lower than 70%. I say a million cars is a good number for Skoda, and anything more has to add very significantly to the bottom line."

Zellmer spent 23 years at Porsche before leading Skoda

QUICK-FIRE QUESTIONS

Do you love cars?
"Definitely. I've always been a car guy. I was brought up in Stuttgart, Germany's Detroit, with cars all around. As a teenager, I repaired and rebuilt eight consecutive VW Beetles partly to make money but mostly because I enjoyed fixing things. I still like getting into the workshop today, when I can."

What did you drive home last night?
"It was a black-on-black Superb, a classic limousine. I really love them."

What's your dream car?
"I love the Skoda Popular Monte Carlo, a beautiful two-door coupé from the late 1930s."

Other makes?
"I only have eyes for Skoda."

Do you prefer F1 or top-class rallying?
"Rallying, especially since Skoda is doing so well in its class with the Fabia RS. I find it super-exciting: look at what the drivers have to do to win! I think it's beyond even F1 or top-level motorcycle racing."

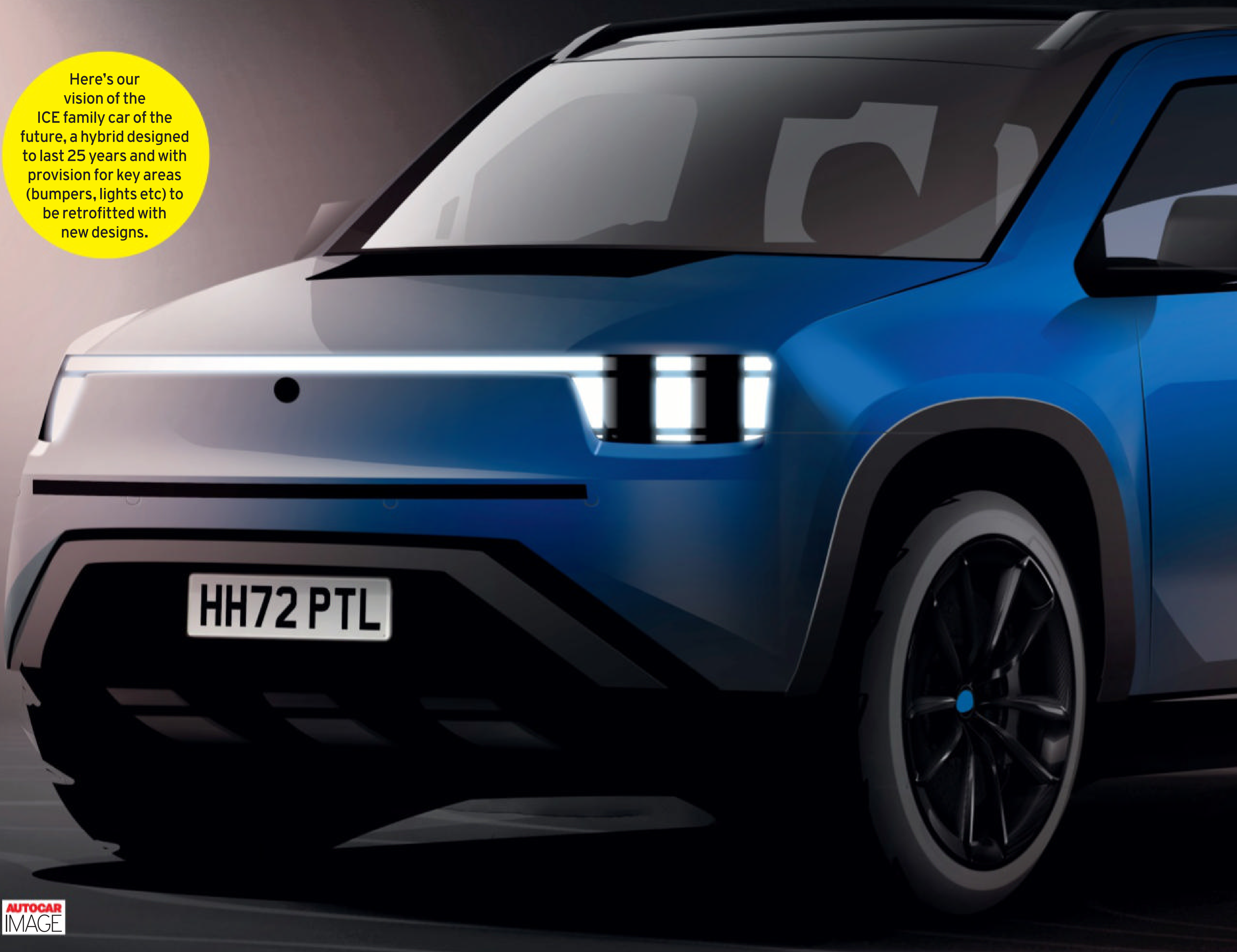
Will SUVs prosper in the electrification age?
"SUV demand has grown constantly in recent years, and advantages like the driver's view, the luggage space and the easy cabin access will continue to matter. If we run our EVs on renewables, the difference between saloons and SUVs won't matter at all."

Seven-seat Vision 7S concept points to the firm's future direction

LAST ROLL OF THE ICE

As experts start to question the wisdom of all-out electrification, **Hilton Holloway** makes the economic and environmental case for keeping combustion cars on the road

ILLUSTRATIONS BEN SUMMERELL-YOUDE



Here's our vision of the ICE family car of the future, a hybrid designed to last 25 years and with provision for key areas (bumpers, lights etc) to be retrofitted with new designs.

AUTOCAR IMAGE

AUTOCAR IMAGE
LONDON

Upgrades to interior could be made after a set number of years

As a tumultuous 2022 drew to a close, the move towards mass adoption of EVs in Europe was taking something of a battering.

Instead of falling, battery prices were rising. Analysts suggested there could be a 400% growth in global demand for lithium by 2030, while attempts to open big new lithium mines in Portugal and Nevada, US, were being frustrated by environmental campaigners.

The prices of EVs of the kind that replace a typical combustion-engine car were also being seen as a significant hurdle to uptake.

In the UK, the Advanced Propulsion Centre (APC), a government agency, revised down its estimate for UK EV production in 2025 by around 25%. It now thinks just 280,000 EVs will be made here, down from its previous estimate of 360,000 units. The APC blamed an "uncertain" economy that would push more buyers towards cheaper ICE cars.

Over in the US, investment bank Morgan Stanley also pulled back on its estimates of market penetration for EVs, predicting that 11% of new cars in 2025 would be EVs (down from 13% before) and 26% in 2030 (down from 32%).

But one of the more interesting arguments against the dash to EVs came from the European Trade Union Institute (ETUI), which works as a research centre for the European Union Convention, a body that represents all European trade unions at the European Union headquarters in Brussels. Released just before Christmas, the 68-page report was entitled 'Heavier, Faster and Less Affordable Cars'.

The ETUI accused EU regulatory policies of pushing car makers towards bigger and more powerful vehicles (dubbed "regulatory upmarket drift") when "the imperative of reducing CO_2 emissions should have encouraged lighter, less powerful and more affordable cars".

Between 2001 and 2020, it claimed, the mass of the average new European car increased by 15%, engine power by 43% and price by 60%.

It added that the same thing is happening again as European car makers head even further upmarket with their new, increasingly heavy and expensive EVs. The report suggests that whole-life energy efficiency should be calculated for new vehicles, something that would also bring weight into the calculation of environmental friendliness.

Indeed, the weight of upmarket, long-distance EVs is another issue starting to worry legislators.

Jennifer Homendy, head of the National Transportation Safety Board in the US, said last month: "I'm concerned about the increased risk of severe injury and death for all road users from heavier kerb weights and increasing size, →

TOYOTA PRIUS COULD PROVIDE BLUEPRINT

While I was researching for this article, Toyota announced its new Prius with uncanny timing. The firm said "the development team decided to start from scratch and look at what the Prius needs to remain popular for the next 25 years".

Was that a hint at a car with a potential 25-year lifespan? Why not? The Prius is a remarkably durable car and has been proven globally. Indeed, DVLA data reveals that there are more than 5700 Priuses on UK roads with in excess of 250,000 miles on the clock.

However, any long-life European ICE car is going to have to learn a few lessons from the US market in terms of in-use care. Oil changes are commonly made every 5000 miles and transmissions are flushed and refilled on a regular basis, to give two examples. This is one of the reasons – along with the hybrid system taking some strain off the engine – that Toyota and Lexus hybrids are among the longest-lived vehicles on American roads.

Indeed, research suggests the Prius is one of the most durable cars in the US, beaten only by traditional 'trucks' such as the Toyota Sequoia, Toyota Land Cruiser and Chevrolet Suburban.

New Prius has been designed to last until 2048 power and performance of vehicles on our roads, including electric vehicles."

However, the ETUI report went well beyond the issue of bigger and heavier vehicles, and it didn't hold back on what the ETUI sees as the likely future risks for the EU's car industry and new car market as prices continue to soar.

It claimed there's a real risk "that if European generalist car manufacturers completely move away from the entry-level [EV] market, then Chinese generalist car manufacturers will take their place".

The ETUI also suggested that "technical regulation should be adjusted to make a downmarket shift [in the EV market] possible", saying: "We could take an example here from the Japanese regulations for the micro 'kei' cars that dominate the entry-level Japanese market."

As the noises grow in opposition to the 2035 cut-off for sales of new ICE cars in the EU (in December last year, Toyota boss Akio Toyoda declared that he wouldn't endorse a 100% adoption of EVs), there's a proposition bubbling beneath that making today's cars last as long as possible may be a better idea than churning out new EVs.

The thinking is that an ICE car with a 2025 super-low-emissions Euro 7 engine with a useful lifetime of 20 or 25 years could easily have a lower lifetime carbon footprint than a conventional EV with a medium-size battery.

Seven years after the humiliation of Dieselgate, even the mainstream car industry is now giving strong hints in the direction of making ICE cars last much longer.

In November last year, Monika Dernai, head of sustainability at BMW, suggested that manufacturers could simply make cars last longer as a way of greatly reducing their lifetime carbon footprint. She elaborated by saying that BMW could move to designing cars that could be taken back to the factory, refurbished and updated by fitting new seats and door trims, for example. Even if BMW made fewer new cars, factory-refurbishing older ones could become a new business model, she said.

The idea of extending a car's life via factory refurbishment has already been floated by other manufacturers, including Renault and Toyota, and a recent survey by What Car? suggested that a third of car buyers would keep their current car if it could be refurbished by its maker.

So what would we need to do to make today's ICE cars last 20 years and 200,000 trouble-free miles? Not too much, according to Andrew Fraser, chairman of the Institution of Mechanical Engineers' Automobile Division.

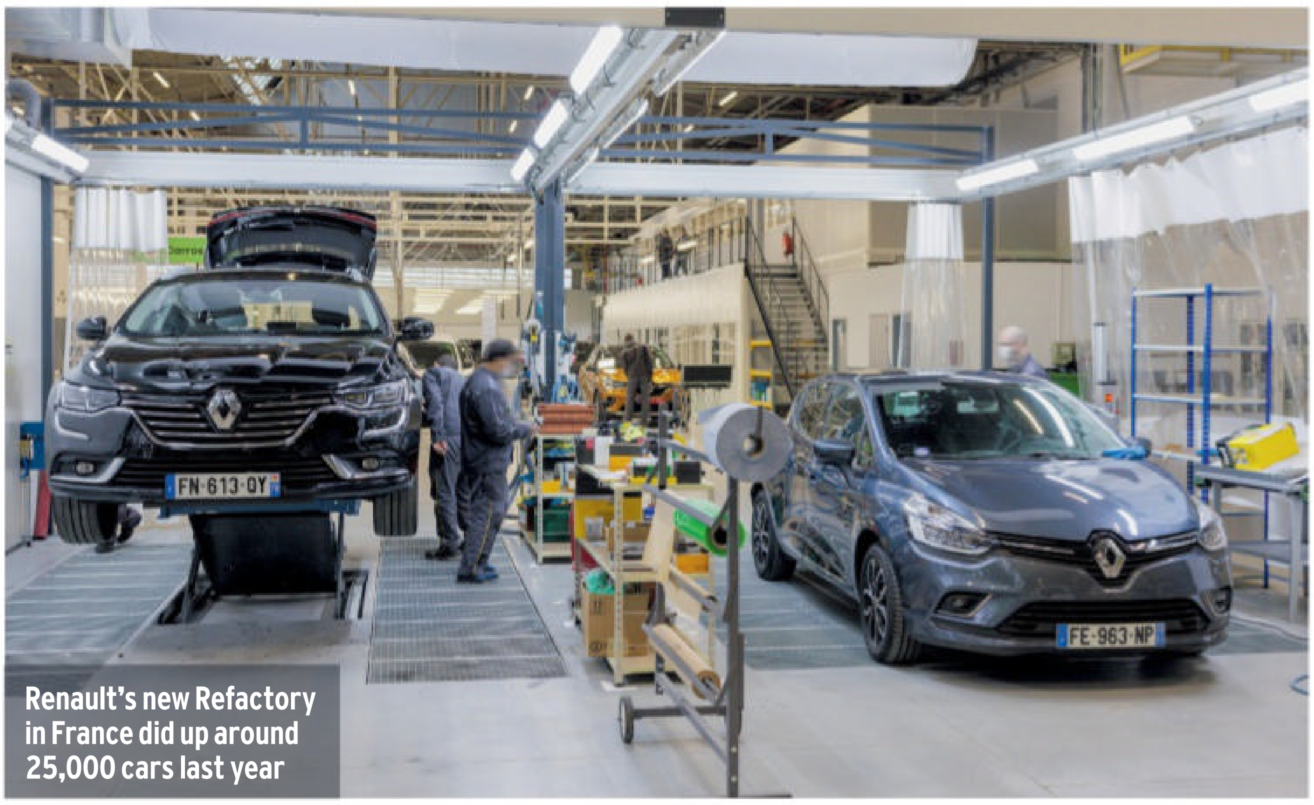
"Certainly Ford, for which I worked, and its historically related companies, such as Volvo and Jaguar Land Rover, have a passenger car durability target of 150,000 miles, and that's for the statistically 95% most aggressive driver. So in average use, [cars] should last well beyond that," he told Autocar. "With typical annual mileage in Britain now being around 8500 miles, a 20-year lifespan isn't far beyond the design target already being applied."

On framing a potential 20- to 25-year ICE car against EVs, Fraser told Autocar that "battery durability and potential replacement is a fascinating issue, on which the jury is still very much out". He claimed that most data "does seem to suggest that 2.0-2.5% per year degradation is typical, so the 80% [range] remaining after eight years should be realistic".

However, Fraser pointed out that "whether an eight-year-old car whose motorway range has degraded from 200 to 160 miles is acceptable is also a good debate". He added: "I personally

EVs need lots of lithium, which has to be mined

AUTOCAR
IMAGE


Renault's new Refactory in France did up around 25,000 cars last year

> “A third of car buyers would keep their current car if it could be refurbished by its maker”

very much doubt that batteries will be replaced by customers. I suspect the market will just adjust prices for cars with poorer residual battery capacity.”

Interestingly, Fraser works at the Zemo Partnership, an independent non-profit body that “does a lot of work on life-cycle analysis of carbon footprint, and we try hard to get governments to adopt this approach”.

One of the ironies of the Euro 7 regulations for ICE pollution being set by the EU for mid-2025 is that it may yet mean the combustion-engine car gets a second chance.

Euro 7 mandates such significant reductions in tailpipe NOx and particulate emissions that the European Commission has said particulates from “tyre and brake wear will become the biggest [local environmental] issue”.

As the European Commission itself has pointed out, Euro 7 is “fuel- and technology-neutral”. So, while EVs will obviously pass the tailpipe pollution tests, they will also have to meet the requirements for tyre and brake particulate emissions – which might be an issue for the heavy ones.

And while the Euro 7 tailpipe regulations require ICE vehicles to be compliant for 124,000 miles and 10 years, there is also now a battery durability test, which is expected to be set at 100,000 miles and eight years.

Here’s the opening for a hybrid or plug-in hybrid ICE car of the future: after meeting the rigorous tailpipe emissions for a decade, it could then be factory-refurbished in year 10, extending its life by another decade.

Arguably, the typical Euro 7 ICE car could have a useful life twice that of an EV. Even if the EV had a battery replacement in year 10 or 12 to stretch its life, its embedded carbon footprint would far exceed that of the ICE car.

With prices for the minerals and metals needed for EVs still rising fast, global supply chain tensions and a likely lack of truly affordable European EVs, the ICE car might not be dead quite yet.

A Euro 7-compliant, factory-leased, lightweight ICE hatchback or hybrid family utility vehicle designed to be given a major top-to-bottom overhaul by the factory for its 10th birthday could well be the car of the future.

HOW THE 25-YEAR ICE CAR COULD BECOME A REALITY

1 The car is engineered to be leased for four- to five-year periods and then released for sale at 20 years. Servicing – vital in staying healthy for so long – is more intense, with 8000-mile oil changes and 25,000-mile transmission services. It gets rapid roll-through treatment at reworked dealerships.

2 At the end of its first lease period, the car is sent to a refurbishment facility. It gets new tyres and a new braking system, a coolant system power flush, a deep interior clean and a new-look front grille, side cladding and steel wheel covers.

3 In year 10, the car returns for a deep overhaul and Euro 7-compliance checks and repairs. It gets refurbished suspension systems with new bushings and dampers, more extensive styling changes, a new dash top, new door cards, new seat facings, restyled bumpers, a new headlight-cover style, a new windscreen and new door seals. The removed 10-year-old suspension components and dampers are refurbished for fitting to incoming cars.

4 In year 15, the car gets another overhaul, with new tyres, brakes, coolant and brake fluid and a deep clean for the final manufacturer lease period.

5 In year 20, the car is returned to its maker and Euro 7-compliance checked. A decision is taken on whether to dismantle and recycle it or release it onto the private market for the rest of its useful life.

GETTY IMAGES

Stretched to breaking point

Elongated limousines, perennially popular for prom nights plus hen and stag dos, are a much rarer sight than they used to be. **John Evans** visits one operator to ask why

PHOTOGRAPHY WILL WILLIAMS

When did you last see a stretched Hummer H2 or Lincoln Town Car? These and the other gaudy cruise liners of the road are still wafting around, but not in the numbers they once were. Covid played its part, of course, but long before that, in 2012, the noose was tightening.

It was the London Olympics, when the city was heaving with visitors. In the run-up, Transport for London, the Met Police and VOSA, the forerunner of today's DVSA, combined to clamp down on the capital's epidemic of stretched limos. Called Operation Kansas, over three weekends teams stopped and examined 62 limousines and dished out more than 70 penalties and prohibitions, half to drivers of unroadworthy vehicles.

Alex Fiddes, VOSA's director of operations, said: "If a limousine company doesn't have an Operator's Licence and isn't registered for private hire with a local authority, there's a risk that the driver may not hold the correct licence, any insurance could be invalid and the car might not be constructed or maintained to a safe standard. This series of checks has taken a number of unsafe vehicles off London's roads."

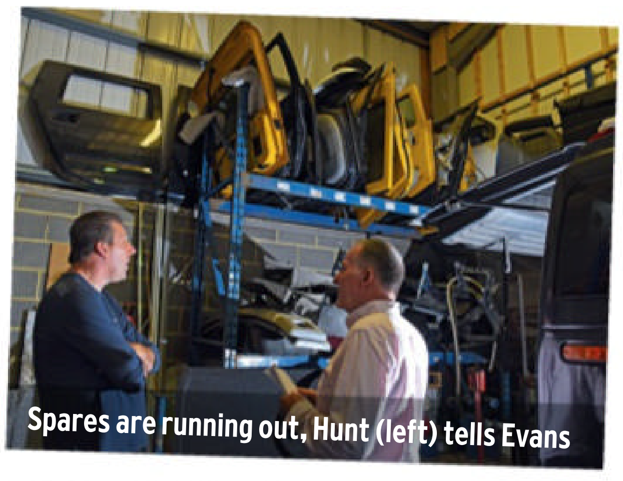
Simon Hunt, director of Wild Stretch Limousines, also called A1 Stretch, remembers the period well.

"The trade went through hell, but it flushed out the rogues," he says.

He can't have been too surprised by the clampdown. In 2009, VOSA was granted powers to impound illegally operated passenger vehicles, and in 2010 it seized and crushed a number of limos. The doomed cars were large ones with more than eight passenger seats.

Such vehicles are classed as public service vehicles (PSVs), and a firm running one must have a PSV operator licence.

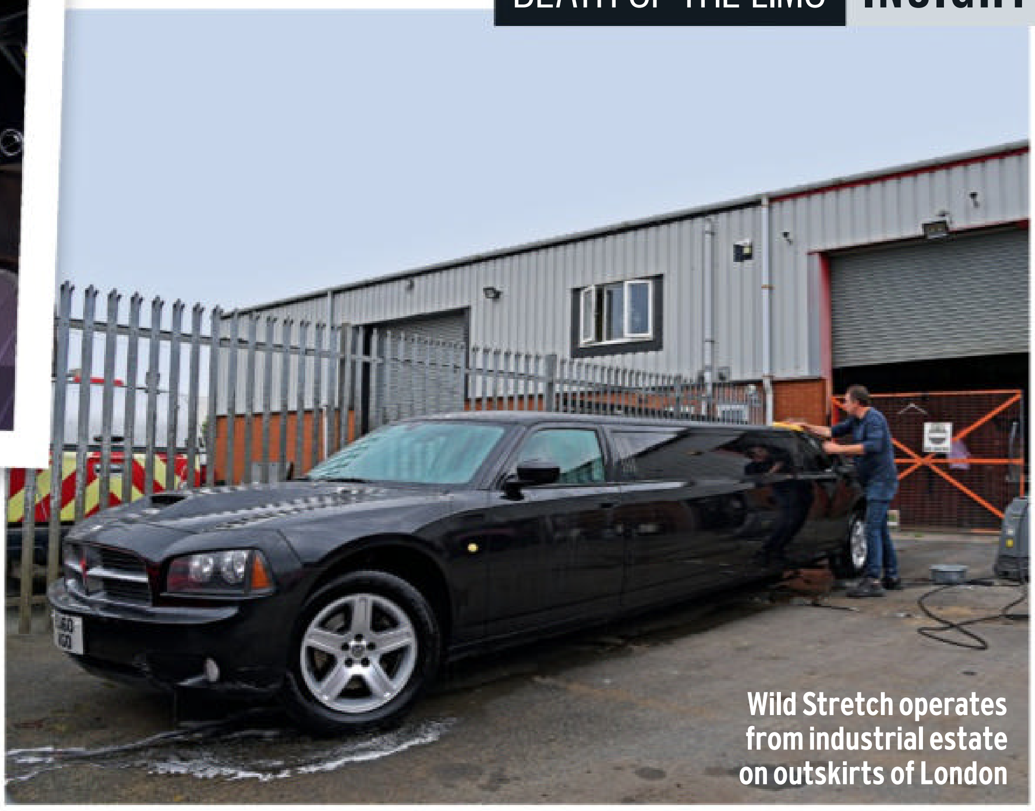
Meanwhile, the vehicle itself requires Individual Vehicle Approval (IVA) or a Certificate of Initial Fitness (COIF). Both are high bars, and bringing a car up to standard is very expensive. For example, its brake system will need to be boosted, perhaps with the fitment of



Spares are running out, Hunt (left) tells Evans

Customers behave better now, Evans is told

Chandon in a Charger? Proper classy



Wild Stretch operates from industrial estate on outskirts of London

a magnetic brake retarder, the turning circle reduced and E-marked lights fitted. A driver's hours tachograph will also be required. These and other modifications can easily exceed £20,000 – a sum few operators can afford.

Limos carrying fewer than nine passengers are classed as private hire vehicles, and firms operating them must have a PHV operator licence. These cars also fall under IVA rules but, in order to be approved and registered for use on UK roads, must also have a Certificate of Conformity (CoC) issued by the original vehicle manufacturer. Because the limousine market is so small, few have approved their cars for stretching and so have issued no certificates for them. Before 2010, this didn't matter so much, because UK enforcement was relatively lax. From 2011 it tightened up, with the result that almost no smaller limos have been approved since.

From the start, Hunt made sure he had his operator licences and his limos officially approved. In the wake of Operation Kansas, he went further by arranging industry seminars with VOSA officials to share best practice and to educate testers on the peculiarities of the vehicles that his and other firms operated. It was a wise decision.

"Covid, tougher regulations and stricter enforcement have driven out limo operators, causing the industry to contract by around 60%," he says. "The industry is dying – but we're still here and doing well."

Before Covid, Hunt had 25 limos on his fleet. After Covid, that figure fell to four, but in recent weeks he has splashed out on six more. Costing around £25,000 each, they are a mix of car-derived eight-seaters and SUV-derived nine- to 16-seaters. They include Hummer H2s, Ford Explorers, Chrysler 300Cs and Dodge Chargers, with stretch lengths ranging from 120in to 200in. "The task now is maintaining them, because I can't replace them," he says. "Even then, I reckon there are only five years left before parts run out."

Until then, nothing is wasted. In Hunt's yard, located on an industrial park beside the Thames in Northfleet, Kent, are the remains of trashed limos that he keeps for spares. Inside the workshop are more spares including doors and body panels. Elsewhere are racks of new components, all of them original equipment or as good as.

It's a busy time for his company. The school prom season has ended, but there's a backlog of weddings to get through, plus the firm has a large and cherished contract with the Make-A-Wish Foundation that has Hunt and his drivers ferrying children from all over the country to events.

"They love the limos, but we also take them in our growing fleet of party buses and wheelchair-accessible minibuses. That's the future," notes Hunt.

It seems that if you want that Las Vegas experience, you'd better book a limo now before they vanish.

This car just keeps going, and going, and going, and…

THE LIMO EXPERIENCE

Of all the limos that Wild Stretch runs, the two eight-seat Dodge Chargers are the most keenly sought by customers. Registered in 2010, they look sleeker and cooler than a Lincoln Town Car and less brash than a Hummer H2.

I hitch a ride in the black one. It's a 120in stretch with a 3.5-litre V6. It does 20mpg and is ULEZ-compliant. Unlike the company's PSV-approved Hummers, it incurs the congestion charge, which is a nuisance when customers are taken into London one evening and picked up early the next morning, so chalking up two bills.

Inside, screened off by privacy glass, there are comfy seats and a bar down one side. The roof is mirrored and studded with sparkly lights.

Over battered roads, the limo feels impressively stiff. Only its plasticky interior creaks, but I doubt you would hear it over the alcohol-fuelled chat…

"Actually, since Covid, customers have changed a little," says Wild Stretch co-director Natalie Hunt. "They used to be nightmares, always giving the drivers a hard time. Now, though, they're quieter and more respectful. It's as if they're just grateful to be going out again."

YOUR VIEWS

WRITE TO
autocar@haymarket.com

For beep's sake

I've long held Tesla in high regard for its ability to disrupt the car industry in a relatively short period of time, pushing the boundaries of both technology and range for EVs.

Some entertaining applications such as those found in the 'toy box' (arcade games etc) on the screen are amusing and a win for anyone with children, especially when having to wait while charging.

On this latter point, the Tesla Supercharger network is a game-changer: convenient, incredibly fast and decently priced in the context of today's electricity prices.

I could no longer stand on the sidelines when my Renault Zoe's PCP deal came up for renewal, so I jumped ship and opted for a Tesla Model 3. It's everything I expected, which is mostly all good, except for one key aspect: no parking sensors or related tech, which Tesla wraps up in an offering called Tesla Vision.

Tesla recently decided to remove traditional bumper-located sensors and integrate proximity tech into the car's cameras, but the required software has been delayed, and there's no sign of when it's coming. Meanwhile, I am like many others driving a premium car that, when it comes to manoeuvring in confined spaces, provides similar assistance levels to my Land Rover Series II.

David May
Surrey

Horrible hybrid

I was very interested to read your experience with the Mazda CX-60 in the 11 January issue (Our Cars).

While a little different, my time (nine long months) with a Mercedes-Benz A250e plug-in hybrid resulted in me going back to diesel.

Put simply, it was horrible to drive. The ride was wooden, the handling and steering feel were compromised by the heavy battery and the interface between electric drive and the nasty, thrashy Renault engine all put me off. But far worse than any of that was the regenerative braking when running on petrol. It braked for me most of the time but not always, and it couldn't be tuned or turned off, so I never knew how hard to press the brake pedal. I felt that this was a compromise too far.

Mark was glad to part with his A250e

The best bit was a reliable 40-plus miles on electric power, when the car was reasonably well mannered and the regen could be adjusted.

I like Mercs (this was our fourth on the bounce), so the replacement is a CLA 220d, which is lovely.

Mark Dixon
Via email

LETTER OF THE WEEK

Colour-blind car makers

Trevor Hunt wishes for lighter car interiors (Your Views, 11 January). I would go further and ask for more colour.

In the 1960s and 1970s, most (British) manufacturers offered interiors in a whole range of hues: tan, blue, green, red and more at all prices, even on the Mini. In particular, Vauxhall offered a wide choice of colours on the Mk1 Astra and Mk1 and Mk2 Cavaliers, including a particularly scorching burnt orange. I would have chosen that for my first company car, but by the time I was eligible for one, it was a Mk3 Cavalier, for which I could specify any colour I liked as long as it was dark charcoal. By then and for years after, all mainstream manufacturers were mostly offering just umpteen shades of unremitting grey, presumably to save costs and boost profits.

I did manage to get a little colour into my motoring life with a subsequent Citroën ZX, which had a pleasant medium-blue interior, followed by a Mk1 Skoda Octavia with a yellowy tan trim, although I was forced to go top of the range against my will to get it.

In your article in the same issue about the new materials being used in car interiors, I did notice some swatches of more interesting colours, so I'm hoping that at last we will eventually be offered some of these in brighter, lighter, more welcoming interiors, akin to the '60s.

Michael Bacon
Towcester, Northamptonshire

WIN
Letter of the week wins this ValetPRO exterior protection and maintenance kit worth £48

This sports car is great for saving on fuel

False economy

Our 10-year-old Audi TT returns 42mpg at 70mph. We recently hired a new Toyota Yaris Hybrid, which in a similar situation returned 36mpg. Presumably this is because the TT has a streamlined, lightweight aluminium body and a low-revving, torquey engine, whereas the Yaris has none of these benefits. Its body is shaped like a brick, it must lug around two engines and a battery, and it has a tiny petrol engine revving its heart out. Not exactly what I would call progress.

Mike Attree
Via email

We've always found the Yaris to be very efficient in mixed driving, and it scored the second-best-ever result of 59.9mpg in What Car?'s True MPG testing – KC

Cut out the middle man

I read Simon Venables' letter of 4 January about his Mercedes-Benz with great interest, as my 2010 CLS suffered the same issue with the passenger seat sensor in April 2022.

I contacted my dealer, Inchcape of Nottingham, which ascertained very quickly that the required part was out of stock and on back order.

A few weeks passed of Inchcape getting no updates, so I thought it time to get in touch with Mercedes UK myself. It took a little time to get a response, and I did chase them, but once they did respond, they couldn't have been more helpful.

I was told when the part would be ready for shipment from the factory and was even called by an agent in the Netherlands to tell me the part had been dispatched and when it would be received by Inchcape.

The part arrived and was fitted very quickly, so well done to both Mercedes UK and Inchcape.

Perhaps Simon would also do well to contact Mercedes UK directly. I wish him well in his endeavours.

David McCall
Nottinghamshire

Charles has cancelled car subs for good

Subscriber's remorse

Are you considering an EV subscription? First read about my experiences.

In late 2021, I completed the slick process on Elmo's website and was told the car was due the next day. Instead, I got a call to say it had been delayed. I was impressed by their service but still got the impression that things behind the scenes were a bit chaotic.

Eventually my Tesla Model 3 arrived, costing just over £1300 per month, so I had high expectations. It had been cleaned but was stained and scuffed inside and had trashed wheels. It had clearly had a hard life. I complained and they got it valeted.

I had a few small issues, but it was the charging that finished me off. Elmo offers a BP Pulse card, and if you're familiar with this network, you will get why this didn't work.

Leaving was contentious, as Elmo wanted me to pay for the wheels. Eventually the fleet team conceded it wasn't my fault, but they didn't tell this to the team chasing me to pay.

Next I decided to try the apparent market leaders and join up to Onto's offer of better charging networks.

If Elmo was like being on The Apprentice, Onto was like being on Sesame Street!

My Volkswagen ID 3 arrived with a scuffed interior and stained seat, and their response was to get it cleaned myself and they would pay.

I later referred a friend, but the system didn't work. When I asked about driving his car, I was told it was fine but got no confirmation in writing. Thankfully I checked, else I would have been left uninsured.

Finally, in December I drove to Switzerland for skiing. Somewhere in Belgium the TPMS light came on. The tyres were fine, so I continued, and on arrival I emailed Onto to ask who was responsible for new tyres. On the 19th, I badly busted a leg. I asked about repatriating the car on the 20th but heard nothing until the 24th, and then they only mentioned the tyres. I returned home on the 23rd, and on the 28th Onto emailed to ask why the car was still abroad!

I'll return to an ownership model that puts me back in the driving seat.

Charles Mills
Via email

GREAT REASONS TO BUY

NEXT WEEK'S ISSUE

ON SALE 8 FEBRUARY

INEOS SPECIAL

Ineos Grenadier

Bumper package includes exclusive Ineos news and an in-depth review of one of the most talked-about cars of the decade

DRIVEN

Rolls-Royce Spectre

Surely electric wafting is a perfect fit for a Roller? It's time to find out

FEATURE

Arctic lorry

Here's a new challenge for our road test editor: a Scania truck on ice

EVERY WEEK

ROAD TEST

Volkswagen ID Buzz

There's no place to hide as we dig deep into the UK's cheeriest new car

USED GUIDE

BMW 3 Series

We run the rule over Munich's evergreen executive driver's car

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CONTENTS SUBJECT TO CHANGE

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since 1895 'in the interests of the
mechanically propelled road carriage'

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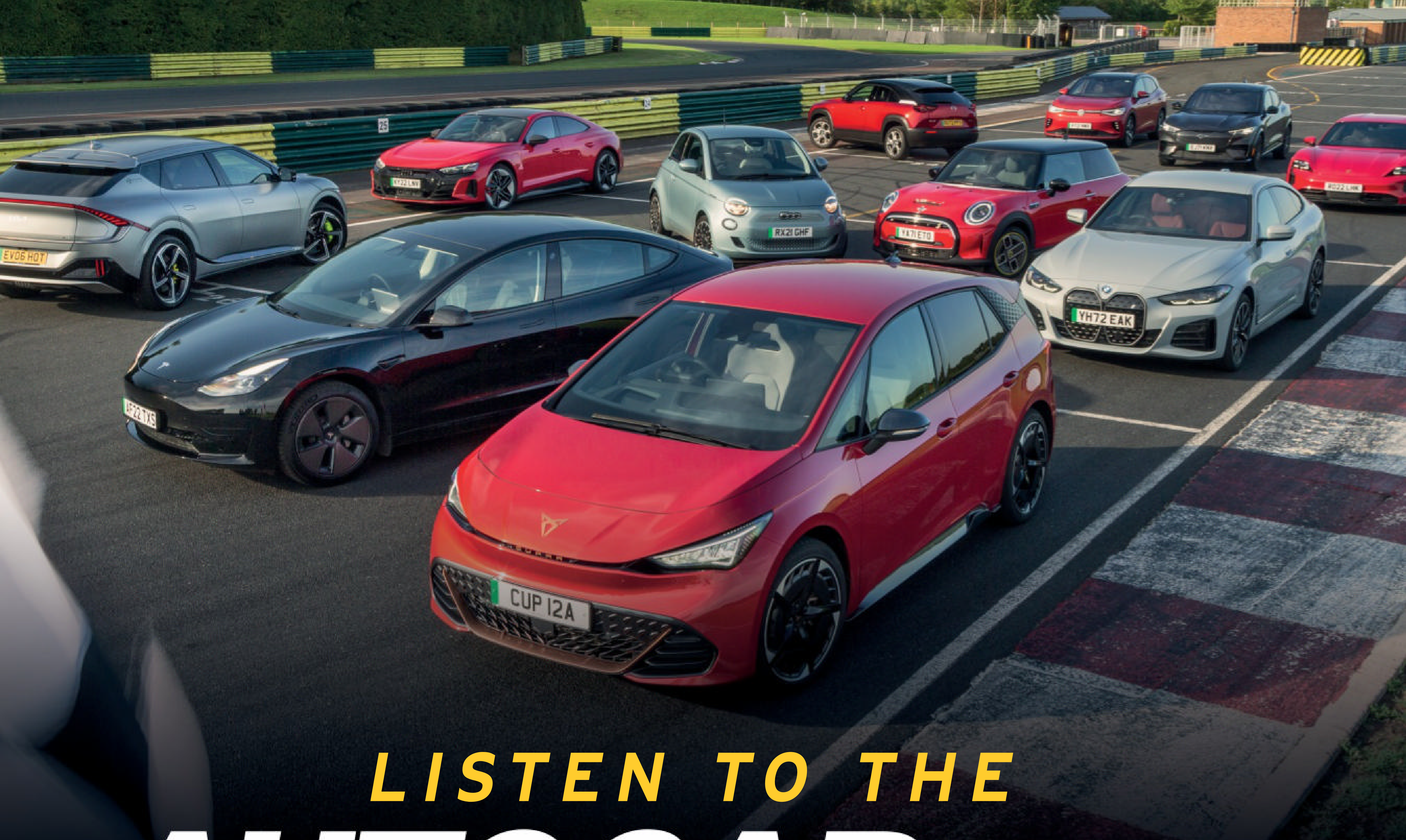

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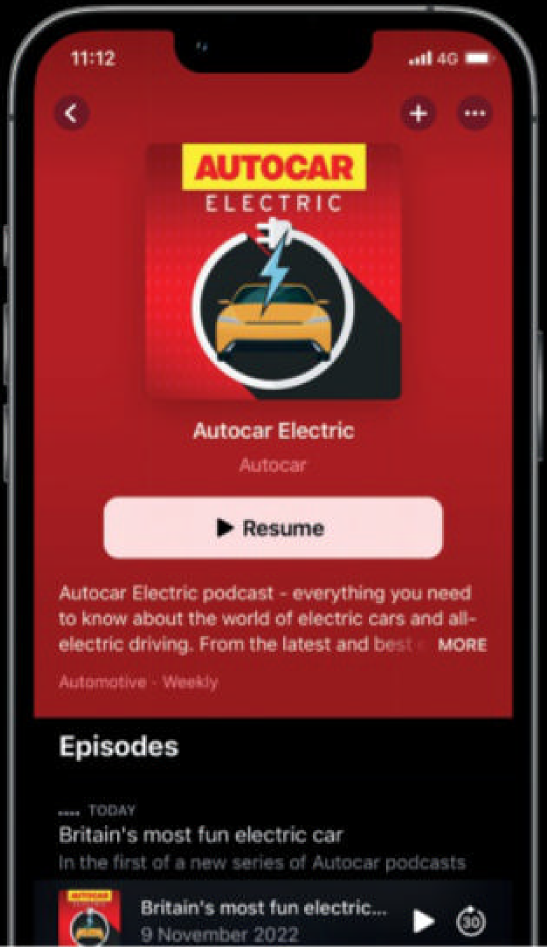

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9 November 2022

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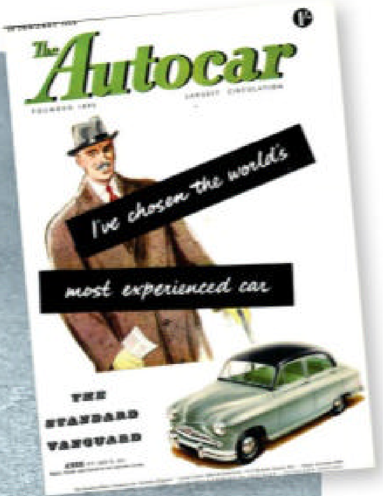
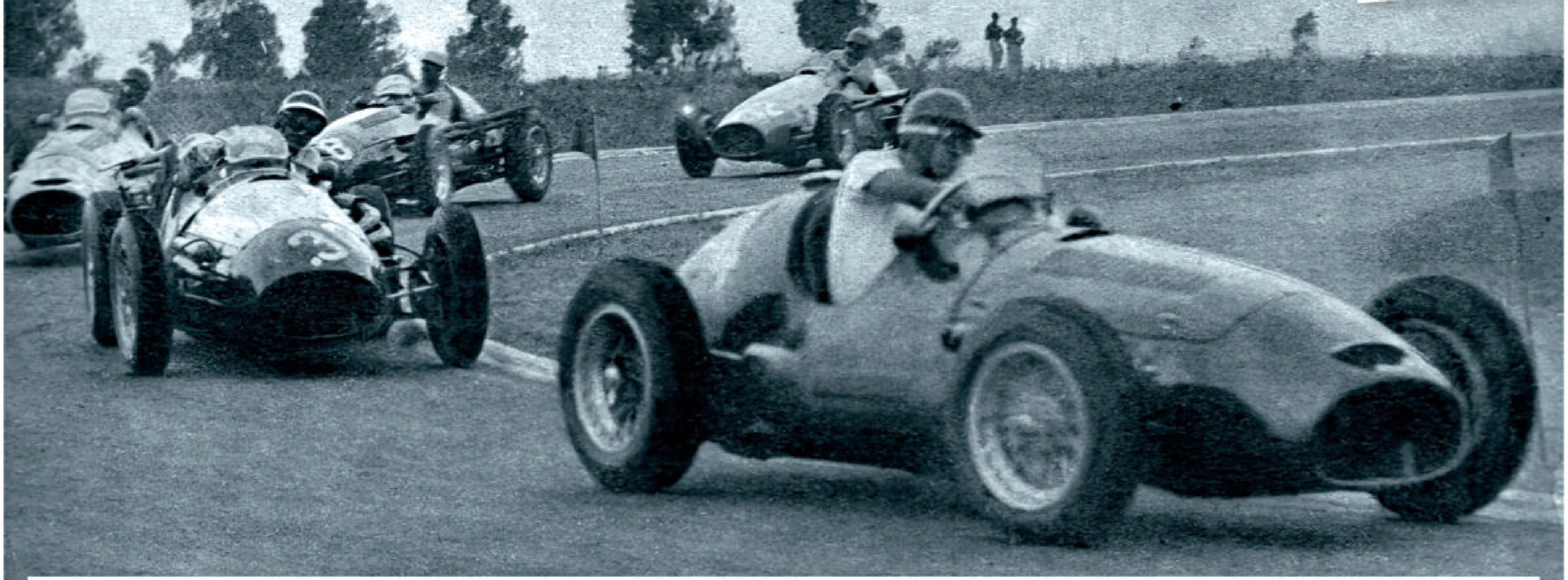
IN 1954





González, at the back of the line, tries to make up for a poor start

Fantastic start to new era of F1

SORRY, FORMULA 1 in January? Yes, from 1954 to 1958, the season began in Argentina, four months before the European tour started.

The nation's first championship grand prix was historic because it was the first outside Europe, the first under the 2.5-litre formula (after two years of F2 cars having to be used) and fantastic to watch.

Ferrari man Giuseppe Farina took pole and then shot into the lead, chased by Maserati's local lads Onofre Marimón and Juan Manuel Fangio, while the Gordini drivers lagged badly at the back.

After a poor start, Ferrari's own Argentine, José Froilán González, "cleaved violently" through the field, then passed Farina for first.

After 45 minutes, the heavens opened and drivers dived into the pits, the lead bouncing between González, Farina and young Mike Hawthorn, before he spun out.

After losing a minute stopping for tyres, Fangio took Farina to task, "driving at the outside limit of sanity, in pouring rain with the track inches deep in water".

Another storm then broke as Ferrari's team boss said he'd seen five mechanics push Fangio away and, therefore feeling confident of a black flag, told Farina to slow.

Fangio "kept on with unabated zeal" to triumph "amid scenes of frenzy", and Ferrari faces were left as red as their cars when their appeal was rejected by the FIA.

Fangio went on to win the title, swapping into Mercedes-Benz's super-fast new car after race two.

KRIS CULMER

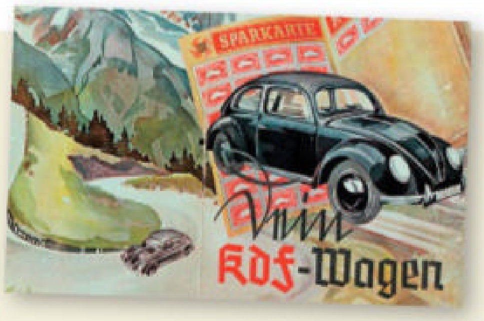
Local legend wins Monte Carlo Rally for Lancia

In the 1954 edition of the Monte Carlo Rally, like the 1939 one revisited last week, the weather did its utmost to spoil the spectacle by being "unbelievably good".

All the routes bar the one starting in Athens were a breeze. The roads stayed dry and largely free of ice; northern France failed to muster its usual fog; "the Le Puy-Valence section, so devastating a couple of years ago, was merely fast but cautious going round the thousand and one corners of the mountain valleys"; and "the last section through the Maritime Alps was unprecedentedly free from snow, and regularity averages threatened only by worn ice on shaded bends". Nevertheless, the Monte remained a "magnificent 2000-mile winter journey". Indeed, the worst aspect was not the relative ease of the main contest but the new speed tests held after, which risked unduly affecting the result.

We were delighted, though, that the winner was the "irrepressible Louis Chiron, a man with that kind of vitality that doesn't lend itself to the conservative method of travel laid down by a stopwatch-conscious navigator". At 54, the grand prix legend at last realised his dream to win his hometown's famous rally.

Much to his relief, a protest against his Lancia Aurelia GT's eligibility proved unsuccessful.

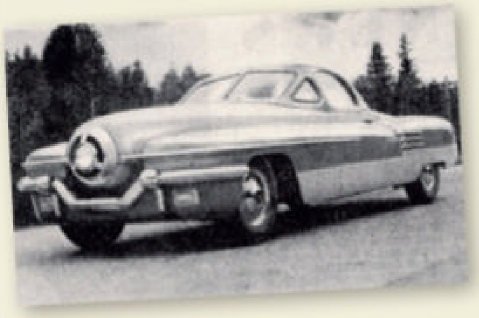


Where are our Beetles?

In 1938, the Nazis set up a scheme by which ordinary Germans could buy a KdF-Wagen in weekly instalments of five marks or more (£25 in today's money). As many as 700,000 signed up, yet none ever got a car, as the factory switched to war work in 1939. People didn't forget, though, and in 1954 we relayed the latest in a legal battle that some had, since 1950, been fighting against Volkswagen, its Beetle being the old KdF-Wagen. VW offered discounts, but the claimants felt this insufficient. They at last won in 1961, the Supreme Court's ruling costing VW 34 million marks (£49m now) to honour 120,000-plus savers.

Crazy coupé from the USSR

We were stupefied by the latest thing to emerge from the murky depths of the USSR: a boldy styled, six-metre-long coupé from Moscow's Zavod Imeni Stalina (ZIS, or Factory Made for Stalin). It was seemingly inspired by recent American concepts, most strongly General Motors' LeSabre of 1951. Named the 112, it featured the 140bhp 6.0-litre straight eight from the 110 limo – itself a copy of US firm Packard's Super Eight. An updated 112 emerged in 1955 and ranked third in a Soviet race series. ZIS – later named ZIL – made cars until 2012.



FEATURED THIS WEEK

BMW iX

CITROEN C5 AIRCROSS

HONDA CIVIC

KIA SPORTAGE

PEUGEOT 308 SW

SKODA ENYAQ vRS

VOLKSWAGEN MULTIVAN

Back road blasts showed what the chassis is made of

HONDA CIVIC

Over 5678 miles, this humble family hatchback demonstrated what other cars, and other drivers, are missing

FINAL REPORT **MILEAGE** 8428

WHY WE RAN IT
To see if Honda can save the everyday family hatchback

We started this series of long-term reports by asking if the Honda Civic can save the hatchback. Well, the short answer is that it bloody well deserves to.

Rarely has a car as 'ordinary' as this elicited so much support and fondness in the office. I have a sneaking suspicion part of that is because it's a hatchback and not an SUV. We all know which way the wind is blowing, but that doesn't mean we can't occasionally walk into the headwind.

But I also know we wouldn't be so effusive about the Civic if it also wasn't a great car. Normally, during a long-term loan, 'your' car gets driven by others and, because they haven't lived with it, they can come back with negative comments. Foibles the owner has learned to ignore. But that has never been the case here. Even Jeremy Clarkson, he of the anti-Prius and hybrid brigade, raved about the car in his Sunday Times column. Rare praise.

It's the effortless nature of the Civic that I'll remember most. We covered just over 5500 miles and it never caught me unawares – jump in, stab the start button and press 'D'. Such ease is maybe nothing new in modern cars. Heck, in an EV you often don't even need to hit 'start'.

But where the Honda excelled was the immediate process after this. Apple CarPlay connected faultlessly and rapidly, and the whole infotainment system was quick to react and easy to navigate. The seats were comfy and the car just got on with the job at hand.

What Honda has done is cleverly think about the whole package. So even though there's a touchscreen, there are also controls on the steering wheel that let you hang up from a phone call, or accept one, without taking your hands off the wheel. And there's a physical home button and volume control, as well as the same for heating controls.

There was even – and this really does deserve a moment of praise if you've ever driven one of the Volkswagen Group's confounded cars – a physical button to turn off lane keeping assistance.

Sorry to harp on about it, but this stuff matters. It meant I was never frustrated in the Civic. When the powers that be are doing their darnedest to make a mess of things, it's nice to know some firms are trying to make people's lives easier.

It also meant you could get on with the simple pleasure of driving the thing. My commute is 120 miles and it made this effortless – quiet, refined, comfortable and everything you need in a car as you

Sound engineering connects Hondas of all stripes

Dependable Civic kept stress levels down on the M25

Towbar was fitted to help Civic transport that trike above

> “Rarely has a car as ‘ordinary’ as this elicited so much support and fondness in the office”

crawl around the M25.

Weirdly, where the chassis really excelled was over a classic back road. There was a sport mode, which made the engine sound like a touring car (kind of), but I rarely used it because the Civic was reactive enough without. The rebound in the suspension was very impressive, controlling the wheel as the weight dropped out of it, and giving you the confidence that there was some proper engineering going on underneath. The ride quality was brilliant, helped in no small part because the suspension wasn’t trying to control too much weight.

It turned in keenly and didn’t feel bloated, with the sort of neutral handling balance that ticks a lot of my commuting boxes. It’s no hot hatch-lite because it doesn’t have as much adjustability, instead preferring the foible-free route that marks out the rest of the car.

One small fly in the ointment was the size of the fuel tank. At only 40 litres, it meant I needed to stop for petrol at the end of every return trip to the office if I didn’t want to play roulette with the fuel gauge the following day.

I thought the Civic might return better fuel economy over its life with us. We started off with high hopes, getting 57.2mpg in our second fill, but then it settled around the low-50s, sometimes even dipping into the 40s. Not bad, but I was hoping it would be high 50s and closer to the WLTP claims, especially as we rarely extended the engine with lots of hard miles over a B-road.

A pity, because the engine is clever. We’ve written lots about the fact the four-pot is there mainly just to power the electric motor, so I won’t go into it too much here, suffice to say that I never really thought about it. That’s not meant to sound disinterested, but on the daily grind, all I needed to know was that it was working and running in EV mode as often as possible.

There’s an indicator on the dash to show when it’s doing this and I did find myself coaxing it along to see how long and fast we could run before the engine kicked back in, but because the ICE element did this so smoothly, I rarely felt the cut-in point. Again, it comes back to that word – effortless.

The Civic isn’t radical. What it does do is to take elements from rivals and polish them, refine them and make them work. It’s a very Japanese car, both spiritually and physically, and it deserves to sell in its hundreds of thousands.

PIERS WARD

SECOND OPINION

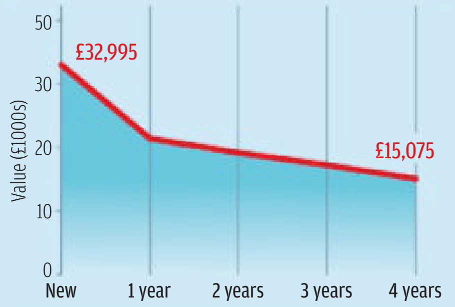
There’s nothing I like more than discovering a normal car that excites. That’s exactly what the Civic did when I drove it on the launch last year. Respectable cars are (mostly) the norm these days, but a trusty hatchback that is also a good driver’s car? Not so much. Lets hope this is the way of future Hondas. **RB**

TEST DATA

HONDA CIVIC 2.0 i-MMD E:HEV ADVANCE

MILEAGE	
At start	2750
At end	8428
PRICES	
List price new	£32,995
List price now	£32,995
Price as tested	£33,820
OPTIONS	
Metallic paint £825	
FUEL CONSUMPTION AND RANGE	
Claimed economy	56.5mpg
Fuel tank	40 litres
Test average	51.9mpg
Test best	59.5mpg
Test worst	45.9mpg
Real-world range	457 miles
TECH HIGHLIGHTS	
0-62mph	8.1sec
Top speed	112mph
Engine	4 cyls, 1993cc, petrol, plus electric motor
Max power	181bhp
Max torque	232lb ft
Gearbox	e-CVT, FWD
Boot	404/1187 litres
Wheels	18in, alloy
Tyres	235/40 ZR18
Kerb weight	1533kg
SERVICE AND RUNNING COSTS	
Contract hire rate	£432 pcm
CO_2	114g/km
Service costs	None
Other costs	Screen wash £10, towbar £1245
Fuel costs	£801.57
Running costs inc fuel	£811.57
Cost per mile	14 pence
Faults	None

DEPRECIATION



PREVIOUS REPORTS

5 Oct 2022, 19 Oct, 26 Oct, 16 Nov, 23 Nov, 30 Nov, 21/28 Dec, 11 Jan 2023, 25 Jan

OWN ONE? SHARE YOUR EXPERIENCE
piers.ward@haymarket.com

LOVE IT

HIDDEN BEAUTY

The sliding parcel shelf that never gets in the way. Why no one else has copied this is beyond me.

PRACTICALLY PERFECT

Simple things done well, like the buttons for the gearbox that fall so easily to hand.

TOP DOG

Plastic boot mat liner was a bonus when it came to cleaning the car after our dogs had been in it.

LOATHE IT

WARNING STICKER

Located on the wireless charging mat, it looks cheap and can’t even be removed.

BRINGING UP THE REAR

I was never quite convinced about the bulky rear styling. It looked a bit ungainly.

> Is the lack of fanfare around the handling a deliberate trick?

SKODA ENYAQ iV vRS

Will our latest arrival give us what we expect from a driver's car, an EV and a Skoda?

FIRST REPORT

WHY WE'RE RUNNING IT
To see if a vRS badge can make an electric car exciting

Sometimes you get a subliminal sense of where a car is aimed at by reading the press bumf that comes with the launch. It's like a politician's speech: if he or she mentions 'change' 25 times in 30 minutes, you know there's a transformation coming. Well, that's what they would like you to think, at any rate…

With the Skoda Enyaq iV vRS, it's not quite so clear-cut. Sure, there's a healthy dose of "sporty" and "athletic", but more where the design is concerned rather than the chassis or suspension. The power gets a look-in, but not with any headline claims; instead, we're treated to a short intro on it being its maker's first all-electric car and how sustainable it is.

So what actually is it? In summary, it's Skoda's first EV but with the wick turned up. At 295bhp, it's the most powerful car Skoda has yet built, offering a 0-62mph time of 6.5sec thanks to its four-wheel-drive set-up (twin permanent magnet synchronous motors) and a battery with a 77kWh usable capacity.

That battery, mounted skateboard-style as a result of the Enyaq running on the Volkswagen Group's MEB platform (pub ammo: it's the first MEB car to be built outside of Germany), is good for a claimed range of 323 miles.

We've done only a few hundred miles in the car so far but, unsurprising spoiler alert, it's not getting anywhere near that so far. It joined us in freezing conditions and stubbornly refused to move above 220 miles, even with pre-conditioning in the morning. When the temperature climbed to high single figures, it still failed to creep above 224 miles on 100% charge. My commute is 120 miles each way, so it's going to be interesting to see how I get on with that.

The car has a claimed maximum charging rate of 135kW, so hopefully that will help out. Time will tell.

Get further into the promo material and Skoda does start to talk more about the "dynamic" Enyaq. This is encouraging. The Czechs, with the vRS brand, have built a solid reputation for offering decent driver's cars that don't sacrifice comfort and usability at the altar of sports car handling. Hopefully the Enyaq will follow in that tradition.

To the specifics of our car. It's largely free of options: only the 21in alloy wheels, with aero spats, are an extra. And even they're not

SECOND OPINION

I like the Enyaq iV vRS, because the Enyaq in general is a great electric SUV, and in my experience the vRS is simply a slightly faster, more dynamic Enyaq. Sometimes it can be that simple, but perhaps there are hidden depths to be discovered over a longer term. **IV**

It's big enough in here – if not Superb

Will Skoda's 295bhp EV live up to the vRS driver's car billing?

Hyper Green paint has grabbed attention. So too the £55k price tag

especially pricey, at £690. I would say that this demonstrates Skoda hasn't lost its value edge, but in total the car costs £54,990, so not quite Dacia levels of value.

It's interesting to see people's reactions to that price. Because of the eye-searing Hyper Green paint (a no-cost option), the car certainly gets a lot of attention with plenty asking what it is. Tell them it's a Skoda and they're still intrigued. Tell them it costs £55k and there's a lot of teeth sucking. These EV prices are going to be bitter pills for a lot of the population to swallow.

All the vRS design addenda like deeper sills and bumpers come as standard, including the jazzy Crystal Face that performs a light show à la Audi when you unlock the thing. I think it's a tidy-looking car, but let's be honest, it could perform the hula and you wouldn't see beyond the paint colour.

The interior is a bit more subdued, but I like the way some elements of the exterior are carried through, such as the green strip lighting across the dashboard and doors and elements of the door frames peeping through. It gives a sense that care has been taken.

The car does have the dominating touchscreen and tiny dash screen of other electric VW Group cars. Let's just be positive and say I'm prepared to keep an open mind at this stage…

One early bonus of life with the Enyaq – and a coupé, remember – is that the boot is plenty big enough. I've already had kids' bikes in it, dogs and luggage for a weekend away, and so far it has swallowed everything easily. It does mean having to take the parcel shelf out (I'm already missing the Honda Civic's neat solution – see p64), but at 570 litres it's only 15 litres down on the Enyaq SUV. Our vRS also houses the cable storage under the boot floor, which is a neat solution.

It's going to be an interesting few months. I'm intrigued to find out if the lack of fanfare around the handling is a deliberate trick, a way to test people's reactions to the car before going all in and declaring an electric vRS a driving hero. Certainly, the information around the Octavia vRS majors on chassis prowess much more prominently. Stay tuned to find out.

PIERS WARD

Our car's 21in alloys are a £620 extra

TEST DATA

SKODA ENYAQ COUPE iV vRS

Price £54,370 **Price as tested** £54,990 **Options** 21in Vision anthracite metallic wheels £620 **Faults** None **Expenses** Screenwash £5.99 **Range** 323 miles (WLTP) **Economy** 3.7mpkWh (WLTP)

OWN ONE? SHARE YOUR EXPERIENCE
piers.ward@haymarket.com

VW MULTIVAN

If all you want to do is just hang out, nothing else really quite compares

MILEAGE 13,340

WHY WE'RE RUNNING IT
To see if the latest VW 'bus has all of the charms of its predecessors

To Wales and the kind of job the VW Multivan was made for: support wagon to a videographer, photographer and a couple of journalists looking to escape the sub-zero temperatures they had endured in some off-road buggies.

As is often the way this time of year, when it's light late and dark early, this was a two-day job. At yawn o'clock on day one, I was on a deadline to pick up Jack, our excellent young videographer, who I knew would be standing outside waiting with a similarly casual attitude to thick coats as most teenagers. Charm one, then: the VW has a heated windscreen, so I wasn't made late by scraping ice off it.

Then it was down to south-west Wales and back via Banbury and Poole and some toing and froing up in the mountains. We had no trouble fitting all the video kit in the rear, including some stills photography and luggage extras, but it was a job made easier by the fact I'd refitted all the seats from a previous job. It means less space overall, but you can hide items out of view behind the rear set and under the luggage cover, and you can wedge other things or buckle bags/helmets/etc in place to stop them sliding around.

There comes a point on a job when we have to decide whose car we use to get car-to-car tracking pictures, then 15 minutes of emptying it, arranging the rear seats and harnessing somebody in. In this case, it was either Luc Lacey's Citroën C5 Aircross or the Multivan. Both have a soft ride.

When somebody realises you can flip a VW back seat to face rearwards, belt up like normal and leave the other seats in place securing luggage, the Multivan makes a case for being one of the easiest tracking cars I've known. It will be wanted on every job.

That it's a plug-in hybrid can be useful on travels. You can hold charge in the high-voltage battery while driving and when parked use it to keep the interior warm. It's handy if you're going for seaside chips on a chilly evening but less crucial here, because if you're dressed for being outside for hours, you don't want to get too toasty and sweaty inside. Every time you start the car, it defaults to EV mode, so you have to remember to manually switch to hybrid and tell it to retain some juice or risk it going flat. But still, it's an incredibly useful wagon.

MATT PRIOR

LOVE IT

SEAT RELEASE
One toggle pull releases the seats and you can slide or rotate them between locating rails with ease.

LOATHE IT

SLOW STARTER
Waiting for the infotainment to wake up when you just want to flick on a heated seat when you set off.

TEST DATA

VOLKSWAGEN MULTIVAN 1.4 eHYBRID 218PS STYLE

Price £59,545 **Price as tested** £66,169 **Faults** None **Expenses** None **Economy** 38.7mpg **Last seen** 18.1.23

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Off-road buggies? Don't worry, there's a full story to come

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BMW iX

As far as premium electric cars go, is this the best in show?

MILEAGE 7615

WHY WE'RE RUNNING IT
Can BMW's second dedicated electric car live up to its range-topping billing?

Budge up me old cocker: boot's a bit snug

The need for something large to ferry my wife, two teenagers, two dogs and a bumper crop of Christmas gifts to my parents' place in Somerset had me knocking on editor Mark Tisshaw's door to borrow something roomy, and I was thrilled when he chucked me the keys to the BMW iX.

Despite their hefty price tags, I've started seeing quite a few of these around and was intrigued to discover if the quirky looks were a way of livening up a mediocre car or a signal of real innovation.

It's easy to have your head turned by the gimmickry on the iX, and there's plenty of it: the rose-gold trim, the cut-glass controls, the door-release buttons (rendered pretty pointless by the conventional latches concealed below, in case they fail) and the various driving modes with their comedy choral soundtracks (to be fair, the kids loved those). But it doesn't need all that, because this is a deeply talented car.

Best of all, it's a 'normal' car – at least in the context of large luxury SUVs. Hugely spacious (particularly in the rear), comfortable, fast and secure, it does everything that you would expect from more traditional rivals but with the convenience of an EV with a battery pack huge enough to give a real-world range to trouble ICE alternatives.

When run right down, it needs a lengthy charge. Even with my home charger running at just under 7.5kWh, it was more than a 12-hour stint to get back to 100%. But once full, it devoured the four-and-a-half-hour, 150-mile congested drive to the West Country with 40% to spare.

With no public chargers out in the sticks, we stuck it on a three-pin trickle overnight, and that was enough to get us home.

That means even in a (very) cold snap, there's 280-plus miles of range, or well into the 300s as it warms up, making this a serious proposition for motorway miles.

Even better, get away from the main roads, switch to Sport mode and it shrugs off a good proportion of its significant weight to feel surprisingly agile on rural routes, with breathtaking overtaking ability.

That palatial rear bench, combined with a high floor and the monolithic tailgate, means a slightly disappointing boot, and I'm not struck on the fiddly two-piece cover either. But on the plus side, it's a very practical shape, the raised floor makes it easy to load and the rear seats fold at the touch of a button, revealing a vast load bay (enough for 29 small plastic food crates and three large ones, according to my real-world test).

It's the most capable and convincing EV I've driven yet – which I guess is what you would expect from a car costing in excess of £100k. But perhaps more enticing is what it promises for the future: in a few years' time, the technology showcased by this car will become universal, and that's pretty exciting. **ALASTAIR CLEMENTS**

LOVE IT

A WARM WELCOME
It's worth reducing the range for the superb seat heaters, front and rear, which even warm the armrests to give your elbows a treat.

LOATHE IT

A COLD FRONT
I realise I'm far from the first to mention the iX's challenging looks, but that faux grille gives it a face only a mother could love.

TEST DATA

BMW iX xDRIVE50 M SPORT
Price £99,965 **Price as tested** £116,965 **Faults** Corroded alarm sensor, driver display crashed **Expenses** None **Range** 284 miles **Economy** 2.7mpkWh **Last seen** 25.1.23

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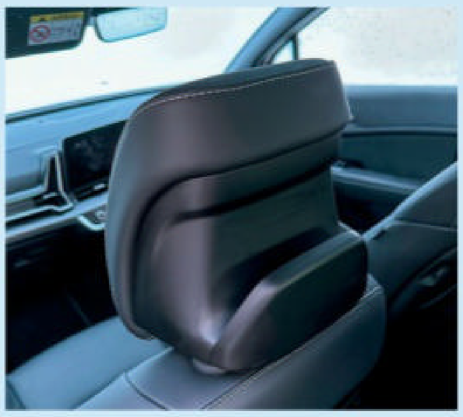
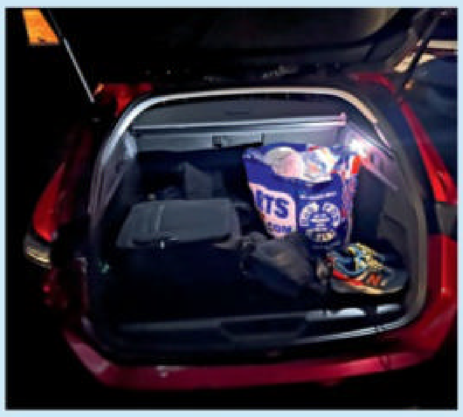


Kia Sportage

MILEAGE 3343 **LAST SEEN** 18.1.23

My son is still too young for watching screens in the back of the car, but this little touch – a big lip on the back of the front seats facilitating easy attachment of iPads and the like – is exactly the kind of thing that makes the Sportage appealing as a complete family car. Simple but effective. **RB**



Peugeot 308 SW

MILEAGE 7423 **LAST SEEN** 18.1.23

The 308 estate's boot is spacious, but it's a dark cavern at night. The light back there is really quite small and not all that bright, meaning I have to use the torch on my phone to improve visibility, which isn't helpful when I'm carrying luggage or shopping. **JW**

Citroën C5 Aircross

MILEAGE 8052 **LAST SEEN** 25.1.23

Most of the C5 Aircross's driving experience is still a pleasure – but the car's brake pedal is beginning to annoy me. It's very light, but it's also very hard to modulate: dead- and unresponsive-feeling to start with but then needing you to feather pressure to avoid an awkward 'nod' at traffic lights. I'm not rushing; the C5 Aircross clearly isn't that kind of car. I just want to be able to keep a constant weight on the pedal and let the car come to rest gently. Hopefully I'll get the knack. **LL**

AS GOOD AS NEW

VOLKSWAGEN PASSAT ESTATE

Need something practical for a reasonable price? **Dylan Lumpe** has a sensible solution

It may be almost a decade old now, but the current Volkswagen Passat Estate is still a top choice if you're after a classy wagon that's good to drive, comfortable to ride in, decently refined and huge inside. Launched in 2014, the Mk8 looks and feels totally modern but has been around for long enough to have become tempting value on the used market.

The petrol engines all have four cylinders and are badged TSI. They start with a 1.4-litre making 124bhp or 148bhp, rise to a 178bhp 1.8-litre and then culminate with a 2.0-litre packing 187bhp, 218bhp or 268bhp.

There's also a plug-in hybrid powertrain, badged GTE, which pairs a 1.4-litre turbo petrol engine with and an electric motor to produce a combined 215bhp. Expect an electric-only range of about 30 miles, or 40 miles in post-facelift cars.

Also as part of that 2019 update, the 1.4-litre petrol units were replaced by a new 148bhp 1.5-litre engine.

However, most Passat buyers choose a diesel engine (badged TDI), and again there are plenty of options here, each having four cylinders. They begin with a 118bhp 1.6-litre and move up to a 2.0-litre with 148bhp, 187bhp or, in twin-turbocharged form, 241bhp.

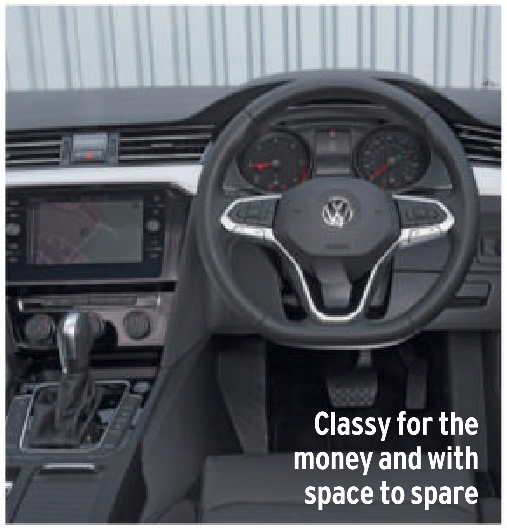
In 2020, the 1.6-litre and BiTDI 2.0-litre were dropped, with a 120bhp 2.0-litre unit replacing the former.

Originally, the Passat Estate was offered in five trim levels: S, SE, SE Business, GT and R-Line. S provided fairly decent kit (such as heated mirrors, a height-adjustable driver's seat and rear electric windows), but SE and SE Business added some very useful features, including automatic wipers, automatic lighting, front and rear parking sensors and sat-nav. GT got climate control, heated seats and adaptive suspension as standard, while R-Line brought a sharper and sportier design to the car and even more equipment.

OUR TOP SPEC

SE NAV

Entry-level S trim is a little spartan for our liking, so we would choose SE for additional goodies or, if in-built sat-nav is a priority, SE Business/ SE Nav.



Classy for the money and with space to spare

BUYER BEWARE

ESP FAILURE

Some earlier models suffered electronic stability control failure, potentially imperilling occupants. Contact your local VW dealer.

WELDING ISSUES

There have been two recalls relating to the rear-seat backrest. A small number of Passats built between 1 May and 31 August 2018 may have been fitted with seats where the welds on the backrest head restraint mounting could fail in an accident. A further recall was issued for cars made between 12 and 22 February 2019, again for faulty frame welds.

NOT ENOUGH TORQUE

A software update was required on cars made between 9 October 2018 and 28 May 2019 in order to increase the amount of torque produced at low speeds to improve drivability.

After the facelift, Volkswagen simplified the trim range to just SE Nav, SEL and R-Line. SE Nav improved on the previous SE with an 8.0in infotainment touchscreen with sat-nav and voice control. SEL added roof rails, privacy glass and heated front seats, R-Line tri-zone climate control and keyless entry.

Spaciousness and practicality are where the Passat Estate excels. It has a 650-litre boot, whose volume is beaten only by its Skoda sibling, the Superb Estate, and rear seats that accommodate six-footers with ease.

But there's more to the Passat Estate's interior than its magnitude, because it features a range of soft-touch materials and solid-feeling switchgear, contributing to a feel-good, upmarket ambience, especially on post-facelift models.

If you tow a trailer or caravan, the Passat Estate is certainly an attractive choice for you as well. Seek out a car fitted with the Trailer Assist option, which enables it to automatically reverse a trailer or caravan into a parking spot.

Prices start at around £7000 for an early car. Spend between £9000 and £12,000 on 2016-2017 examples, £12,000 to £14,000 on 2018 cars and upwards of £16,000 on post-facelift Passats. The PHEV is rare and was pricier, so set aside at least £15,000 or more likely £20,000.

NEED TO KNOW

- The Passat's Skoda Superb sibling is the roomier of the two estates, thanks to a 50mm-longer wheelbase, and usually costs less to buy used, the compromise being a slightly cheaper-feeling interior.
- The 1.5 is the most frugal petrol, at 45.6mpg, while the diesels should reach the high-50s.
- The Passat came out well in the latest What Car? Reliability Survey, ranked fifth of 26 executive cars, although Volkswagen overall was 22nd of 32 manufacturers.

OUR PICK

2.0 TDI 150

Providing wallet-pleasing fuel economy and strong torque along with the power to comfortably carry a full car of passengers with luggage, this mid-range diesel is sure to be a worthy option.

WILD CARD

2.0 TSI 270

If you're looking to have a bit of fun when the family isn't with you, consider this 268bhp petrol engine, which shifts the Passat from 0-62mph in less than 6.0sec, in combination with R-Line trim.

James Ruppert

KICKING TYRES

Find a good 3 Series and it might just keep on going forever

Moon-and-back mileages, anyone? Well, statistics newly released by the DVSA have revealed how many of the nation's 10 most popular models have made it past the 100,000 mile mark, and some of my favourite used cars are at the top of the chart. Vindication.

Records show more than 6000 BMW 3 Series have a mileage in the 200,000 range, with another 100 in the 300,000 range. Incredibly, four of these Germans have clocked up a mileage in the 900,000s, the most-travelled logging a stunning 966,179.

The 2.0-litre diesel engine of 2007 put something of a spanner in the reliability works, with its timing chain commonly snapping, but apparently this issue was all sorted by 2011. Clearly the high-milers aren't among the affected examples.

Let's look around for some that would be worth buying, then.

I found a 2012 320d Efficient Dynamics with a solid 180,000 miles for £3000, a saloon with just the three previous owners. It would be worth digging into its history, but it seemed to be very clean and tidy.

Going for balance with a petrol, I also found a 2000 318i SE automatic Touring estate. If things go right at my end, I might actually go and buy it. The mileage is 157,000, so it's not quite a moonshot, but at £1195 it's hard to ignore. It has had a few owners in its time, but the last one kept it for 11 years.

The second-most-likely model to have surpassed 100,000 miles is the good old Volkswagen Golf.

I bought a 2015 Mk7 a few years ago, and it has just ticked over the big six-figure threshold without any drama, so I can heartily recommend you buy a 1.4 TSI.

The Mk3 was a misstep, yet as ever Brits lapped it up, and the Golf soon came good again, especially at delivering major mileages.

> "More than 600 3 Series in Britain have a mileage in the 200,000 range"

Skipping forward to generation six, a 2010 1.6 TDI Bluemotion Tech SE with a commendable 200,000 miles and just the three previous owners is up for £2000.

There are a lot of high-mileage GTDs, hot diesels that look great and are now seriously cheap, plus I found a 2008 2.0 TDI GT with 198,000 miles for just £1800.

Mind you, a 2006 GTI petrol with a modest 113,000 miles, an excellent history and potentially cheaper and easier maintenance would be £1900.

This is fun, so let's check out some more moonshot runners next week.

BANGERNOMICS

Far more important than how many miles a car has done is how it did those miles. It's not always easy to find this out, but there will be clues in the service and MOT histories. The owner can probably tell you quite a lot as well...

CULT HERO

PORSCHE CAYENNE MK1

THE ORIGINAL PEPPER PIG

The Mk1 Cayenne shaped modern Porsche – yet, says **Mark Pearson**, it's just £2000

Beauty, they say, is in the eye of the beholder, which might have been writ large in Porsche HQ when it first launched the Cayenne to an incredulous world in 2002.

It was Porsche's first SUV and naturally, being a Porsche, it was expensive, it was ritzy, it was glitzy, it had pretty powerful engines and it was less than fuel efficient. What it wasn't was low and sporty and particularly good-looking and, as a result, it attracted much opprobrium from both the press and Porsche aficionados for its funny face and slab-sided SUV-ness.

No matter – the public liked it, the gamble paid off and this and successive generations of Cayenne have gone on to shake their money maker most handsomely for Porsche, such that no respectable middle-class driveway would now be seen without one.

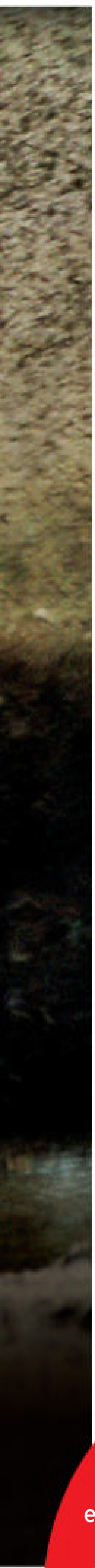
This first-generation model ran from 2003 to 2010. The launch engines were petrol 250bhp 3.2 V6s and 4.5 V8s, the V8 in normally aspirated 340bhp S and 444bhp Turbo trims. A 514bhp Turbo S arrived in 2006. The 3.2 is the least Porsche-like in terms of Tarmac shredding, with a 0-60mph time of around 9.0sec. The 4.5 S is usefully quicker (7.0sec), but for the full Porsche experience, you might be better off with the Turbo or Turbo S.

A 2007 facelift upped the 3.2 to 3.6 and the 4.5 to 4.8. To help scare the family, a stripped-out, naturally aspirated 400bhp 4.8 GTS on steel springs joined the line-up then too, while at the other end of the range, a 236bhp 3.0-litre diesel (with 0-60mph in 8.0sec but a relatively impressive 30mpg) popped up.

The V6 and S models could be ordered with six-speed manual gearboxes, but most buyers chose the Tiptronic automatic, which was standard on the Turbo. All versions got a rear-biased four-wheel drive system. The Turbo added a locking differential and automatic height-adjustable air suspension.

This air suspension was an option on the V6 and V8 S and it's worth looking out for: the S and V6 models with steel springs have a harsh ride, a situation that improved a little after that 2007 facelift. The air

> “This is probably the cheapest way to get a Porsche in your life. Cheap to buy, not run”



Cayenne turbo
OU52 CFK

Cayenne lives up to Porsche's dynamic billing on the road

There's a lot to go wrong here so check it all works

> **WHAT WE SAID THEN**
>
> **19 MARCH 2003**
>
> "The application of Porsche's engineering and development excellence to a new market sector has produced a car of staggering ability. But given the difficult nature of the dynamic hurdles it has overcome to make such a machine, it seems strange that the Cayenne's biggest weakness should be something so simple: its styling. Accept the shape, though, and this is a vehicle blessed with an unprecedented spread of talents."

suspension also adjusts the car's height as required, lowering itself at speed and raising itself when it senses troubled terrain.

However, the Cayenne on any suspension is still a taut, responsive machine with just about enough agility to justify that noble badge. It set the bar high for successive Cayennes and, of course, the smaller Macan, which was to ignite the range in 2014.

Standard Cayenne kit included partial leather, powered front seats, air-con and traction control. Turbo and Turbo S versions added climate and cruise control, metallic paint, sports seats, parking sensors and sat-nav.

Now, this is probably the cheapest way to get a Porsche in your life. Cheap to buy, I should point out – not cheap to run. If you are beholding it and you can only see the beauty, it is certainly worth seeking out the best one you can afford, however tempting those cheaper ones look.

HOW TO GET ONE IN YOUR GARAGE

An owner's view

ANDREW DOYLE

"I've owned my 2007 4.5 S from new. It's been a terrific family car and we've done over 130,000 miles in it, including touring all over Europe five-up. It's been mostly reliable, although it has let us down with a couple of minor electrical issues. I've had it serviced regularly by Porsche and, to be honest, that's cost a fortune over the years. However, it is great to drive and has that all-important Porsche feel to the interior. I'm not sure if I'll ever replace it."

Buyer beware...

ENGINE

Plastic coolant pipes on 2003-2006 V8s can crack and weep. They were later changed to aluminium. V8 S 4.5s can suffer cylinder problems at around 70k miles. A tapping noise at idle could be piston slap. Walk away. Check for smoky injectors on diesels. Oil should be 0W/40 fully synthetic. Heavy oil consumption and engine knocking are warning signs of engine problems. Coolant leaks are relatively common across all engines. Check underneath the radiator for any signs of corrosion around the pipes.

TRANSMISSION

Tiptronic automatics can suffer valve failure at around 80k miles. The propshaft centre bearing can fail on all cars. Listen for rumbling at low speeds and a flapping noise at high speeds: that's the shaft waggling. The actuator on the transfer box is known to fail at about 80k miles. Watch out for an intermittent loss of power under acceleration, which could indicate a blocked valve in the transmission.

SUSPENSION AND BRAKES

Check that air-suspended cars sit level. The compressor can fail from around 70k miles. Front lower wishbone arms can be problematic. Expect to change pads every 10k miles. Budget for replacing tyres and brakes at least every 15k miles.

BODY

The Cayenne is generally rust-free so any corrosion is likely to be a poor crash repair. Check the underside for off-roading damage. Windscreen scuttle drains can get blocked. Water collects, eventually soaking the front bulkhead and damaging the electrics.

INTERIOR

The folding rear seat can cause the centre seat buckle to puncture the leather. Check everything works, too. Problems with safety system warning lights could spell an MOT test fail.

Also worth knowing

Most Cayennes were fitted with the Tiptronic gearbox. Six-speed manuals were available on the V6 models from 2005 onwards but are fairly scarce.

Some specialists recommend avoiding the early, pre-2007 Cayenne S models, because they can be prone to engine failure after the cylinder coatings break down. A new engine will probably cost you more than the car is worth.

Routine maintenance costs are much higher than for Mercedes and BMW rivals, and you're unlikely to see more than 20mpg from petrol cars, even from the smallest engine.

How much to spend

£2000-£3999

Early cars with loads of miles. Exercise caution here and expect to spend at least as much again on getting it into reasonable nick.

£4000-£5999

Leggy 4.5 Ss and 3.2s. Still be careful.

£6000-£9999

Tidy, well-specced 2003-2005 4.5 Ss and 3 .2s with mid to high mileages. Caution still advised but worth a punt.

£10,000-£14,999

Good cars here. Lower-mileage 2005-2006 3.2s and 4.5 Ss, some later, facelifted 3.6s and 4.8 Ss. Leggy 4.8 Ss, low- to mid-mileage 3.6s and 3.0 diesels.

£15,000-£20,000

Best of the last Mk1 Cayenne diesels, GTSs and Turbos.

One we found

PORSCHE CAYENNE 4.5 S TIPTRONIC, 2006, 86,000 MILES, £6250

Attractive black example of the 4.5 S in what looks to be excellent condition and with a mileage of 86,000. It was registered in 2006 and comes with a service history and two keys. The car is HPI clear and is ULEZ compliant.

NEW CARS A TO Z

For full reviews of every car listed here, visit our website, **autocar.co.uk**

ECONOMY EXPLAINED

Between the various figures produced on the old-style NEDC, transitional NEDC Correlated and new-style WLTP laboratory emissions and fuel economy tests, it has become tricky to compare manufacturers' claimed efficiency on the latest new cars. When you see a fuel economy and CO_2 figure reference elsewhere, it's often without explanation.

So, to provide as fair and clear a basis for comparison as possible, you'll only ever read WLTP combined fuel economy and CO_2 figures in Autocar's first drive reviews, features and comparison tests – and on these data pages. Those are the aggregated results of four lab tests carried out across as many different cruising speed ranges – although they're sometimes expressed as a range rather than as one specific figure to show the different results recorded by the heaviest and lightest available examples of the car in question (depending on optional equipment).

In road tests, you'll also see our own independently produced real-world fuel economy test results for comparison with the lab test claims. We produce an average, track and touring figure for each car we test, as often as possible on a brim-to-brim test basis.

While 'average' represents the overall economy returned by a new car over a full road test and 'track' is relevant only to intensive performance testing (the length and conditions of which can vary slightly), 'touring' gives the best guide of the kind of economy you might see from a car at a steady 70mph motorway cruise.

We do real-world efficiency and range testing on electric cars, too, expressing the former in terms of miles per kilowatt hour, as manufacturers do increasingly widely by convention.

STAR RATINGS EXPLAINED

☆☆☆☆☆	Inherently dangerous/unsafe. Tragically, irredeemably flawed.
½☆☆☆☆	Appalling. Massively significant failings.
★☆☆☆☆	Very poor. Fails to meet any accepted class boundaries.
★½☆☆☆	Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
★★☆☆☆	Off the pace. Below average in nearly all areas.
★★½☆☆	Acceptable. About average in key areas, but disappoints.
★★★☆☆	Competent. Above average in some areas, average in others. Outstanding in none.
★★★½☆	Good. Competitive in key areas.
★★★★☆	Very good. Very competitive in key areas, competitive in secondary respects.
★★★★½	Excellent. Near class-leading in key areas and in some ways outstanding.
★★★★★	Brilliant, unsurpassed. All but flawless.

ABARTH

595 3dr hatch/2dr open £19,950–£28,225 ★★★½☆

The Fiat 500's Abarth makeover makes it a true pocket rocket. **LxWxH** 3657x1627x1485 **Kerb weight** 1070kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 T-jet 145	143	130	7.8	38.7-39.2	155
1.4 T-jet 165	162	135	7.3	37.7-38.2	155
1.4 T-jet 180 Competizione	177	140	6.9	36.7	156
1.4 T-jet 180 Esseesse	177	140	6.7	36.7	160

695 3dr hatch/2dr open £32,385 ★★★½☆

A convincing track-day 500 with decent dynamic ability, but overly firm ride spoils it. **LxWxH** 3657x1627x1485 **Kerb weight** 1045kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 T-jet 180 Esseesse	177	140	6.7	36.2-36.7	156

AC

Cobra 2dr open £89,500–£145,000 ★★★★☆

Can't match modern supercars but is pure driving indulgence. **LxWxH** 3657x1627x1485 **Kerb weight** 1100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
140 Charter Edition	350	na	6.0	na	na
378 Superblower	650	155	4.1	na	na
Series 1 Electric	650	308	6.7	150	0

ALFA ROMEO

Giulia 4dr saloon £40,829–£74,999 ★★★★½

Handsome and special dynamically but lacks finesse and comes as an auto only. **LxWxH** 4643x1860x1436 **Kerb weight** 1429kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 Turbo Petrol 200	197	146	6.6	36.2	176-184
2.0 Turbo Petrol 280	276	149	5.7	33.6	195
2.9 BiTurbo Quadrifoglio	503	191	3.9	28.5	230

Tonale 5dr SUV £40,829–£74,999 ★★★½☆

Decent dynamically and reasonable value. However, lacks the appeal expected from the marque. **LxWxH** 4528x1841x1601 **Kerb weight** 1525kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 MHEV Speciale 5dr Auto	160	132	8.8	49.6	130
1.5 MHEV Ti 5dr Auto	160	132	8.8	49.6	130
1.5 MHEV Veloce 5dr Auto	160	132	8.8	49.6	130

Stelvio 5dr SUV £46,649–£77,325 ★★★★½

Alfa's second SUV is a solid effort. Choosing the petrol version gives it charisma. **LxWxH** 4687x1903x1671 **Kerb weight** 1604kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.2 Turbo Diesel 190	187	130	7.6	45.6	156
2.2 Turbo Diesel 210 Q4 AWD	207	134	6.6	42.8	162
2.0 Turbo 200 Q4 AWD	197	134	7.2	30.1	195
2.0 Turbo 280 Q4 AWD	276	143	5.7	30.4	195
2.9 BiTurbo Quadrifoglio	503	197	3.8	24.6	267

ALPINE

A110 2dr coupé £49,990–£60,040 ★★★★★

A much, much greater car and achievement than the sum of its parts suggests. **LxWxH** 4180x1980x1252 **Kerb weight** 1080kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 Turbo	248	155	4.5	39.2	162
1.8 Turbo S	288	162	4.4	38.7	163

ARIEL

Atom 0dr open £40,669 ★★★★½

Simple, purist concept remains but everything else has changed… for the better. **LxWxH** 3520x1880x1122 **Kerb weight** 595kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 turbo	320	162	2.8	na	na

Nomad 0dr open £37,549 ★★★★★

Well inside the top 10 list of our favourite cars. A revelation and a riot to drive. **LxWxH** 3215x1850x1425 **Kerb weight** 670kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.4 K24 i-VTEC	235	125	3.4	na	na

ASTON MARTIN

Vantage 2dr coupé/2dr open £133,920–£158,420 ★★★★½

The faster, cleverer, more hardcore entry-level Aston tops its class. **LxWxH** 4465x1942x1273 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	510	190-195	3.6-3.8	25.7	264
4.0 V8 F1 Edition	535	195	3.6	24.3	264

DB11 2dr coupé/2dr open £166,070–£180,420 ★★★★★

The stunning replacement for the already seductive DB9 is tyre-shreddingly good. **LxWxH** 4739x2060x1279 **Kerb weight** 1875kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	528	192	4.0	25.1	254
5.2 V12 AMR	630	208	3.7	21.1	303

DBS 2dr coupé/open £259,420–£279,920 ★★★★★

Effortlessly fast, intoxicating to drive: the big Aston is better than ever. **LxWxH** 4712x2146x1280 **Kerb weight** 1693kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.2 V12	715	211	3.4	20.9	306

DBX 5dr SUV £168,420–£192,420 ★★★★½

Doesn't try to be the biggest, fastest SUV, and may be all the more appealing for it. **LxWxH** 5039x1998x1680 **Kerb weight** 2245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	550	181	4.5	19.8	323
4.0 V8 DBX 707	697	193	3.3	19.9	323

AUDI

A1 Sportback 5dr hatch £20,265–£28,500 ★★★½☆

Quite pricey, but a rounded car with plenty of rational appeal. **LxWxH** 4029x1746x1418 **Kerb weight** 1105kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 25 TFSI	94	118	10.8	48.7-50.4	128-133
1.0 30 TFSI	114	126	9.5	46.3-51.4	124-139
1.5 35 TFSI	148	137	7.7	44.1-44.8	142-145

A3 Sportback 5dr hatch £25,495–£61,905 ★★★★☆

Bolder design and improved dynamics make the A3 stand out more than ever. **LxWxH** 4343x1816x1425 **Kerb weight** 1220kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 30 TFSI	108	127	10.6	48.7-51.4	125-132
1.5 35 TFSI	148	139	8.7	46.3-50.4	128-138
2.0 40 TFSI quattro	201	150	6.9	38.7-40.4	159-166
2.0 40 TFSIe	201	141	7.6	235.4	29
2.0 45 TFSIe	242	144	6.8	235.4	29
2.0 S3 quattro	308	155	4.8	34.4-34.9	183-186
2.0 RS3 quattro	398	155	3.8	31.0-31.4	205-207
2.0 30 TDI	113	128	10.1	61.4-64.2	115-122
2.0 35 TDI	148	142	8.3	56.5-62.8	112-130
2.0 40 TDI quattro	198	151	6.8	47.9-50.4	148-155

A3 Saloon 4dr saloon £27,460–£62,905 ★★★★☆

Undercuts the case to own an A4. Upmarket interior and good to drive. **LxWxH** 4495x1984x1425 **Kerb weight** 1225kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 30 TFSI	108	130	10.6	50.4-51.4	124-128
1.5 35 TFSI	148	144	8.7	47.9-50.4	127-134
2.0 40 TFSI quattro	201	154	7.0	39.2-40.9	157-165
2.0 S3 quattro	308	155	4.8	35.3-36.2	178-181
2.0 RS3 quattro	394	155	3.8	31.4-31.7	202-205
2.0 30 TDI	116	130	10.1	62.8-64.2	114-119
2.0 35 TDI	148	142	8.3	58.9-67.3	111-127
2.0 40 TDI quattro	198	155	6.8	48.7-51.4	145-152

A4 4dr saloon £33,965–£51,130 ★★★★☆

High quality and competent but leaves the dynamic finesse to its rivals. **LxWxH** 4726x1842x1427 **Kerb weight** 1320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	140	8.6	40.9-46.3	141-155
2.0 40 TFSI	201	155	7.3	40.9-44.8	143-156
2.0 45 TFSI quattro	242	155	5.6	34.9-35.3	181-184
2.0 30 TDI	132	133	9.5	50.4-55.4	133-146
2.0 35 TDI	148	142	8.9	50.4-55.4	133-146
2.0 40 TDI quattro	187	146	7.4	50.4-54.3	137-148
3.0 S4 TDI	341	155	4.6	40.4-40.9	185-187

A4 Avant 5dr estate £35,365–£86,795 ★★★★☆

Classy and demure estate lacks the dynamic sparkle of rivals. **LxWxH** 4725x1842x1434 **Kerb weight** 1370kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	137	9.2	39.8-44.8	143-162
2.0 40 TFSI	201	146	7.3	39.8-43.5	147-162
2.0 45 TFSI quattro	242	155	6.0	33.6-34.4	187-191
3.0 V6 TFSI RS4 Avant	448	155-180	4.1-3.9	28.1-28.2	220-226
2.0 30 TDI	132	131	9.8	49.6-54.3	137-150
2.0 35 TDI	148	132	9.2	49.6-54.3	137-150
2.0 40 TDI quattro	201	143-144	7.1	47.9-52.3	144-156
3.0 50 TDI Allroad quattro	282	155	5.3	38.2	181
3.0 S4 TDI quattro	342	155	4.7	39.2-39.8	181-193

A5 2dr coupé £40,045–£91,750 ★★★★☆

Refreshed coupé gets a sharper look and a refreshed interior. Still mundane to drive. **LxWxH** 4673x1846x1371 **Kerb weight** 1390kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	140	8.9	41.5-45.6	141-154
2.0 40 TFSI	201	150	7.1	41.5-47.1	141-154
2.0 45 TFSI quattro	242	155	4.8	34.9-38.8	180-184
2.9 V6 TFSI RS5 quattro	448	174	3.9	29.1	220
2.0 35 TDI	163	162	8.2	51.4-55.4	133-144
2.0 40 TDI quattro	201	146	6.9	50.4-54.3	135-146
3.0 V6 S5 TDI quattro	339	155	4.6	39.2-40.4	184-188

A5 Sportback 5dr coupé £40,045–£91,750 ★★★★☆

Refined, good-looking four-door coupé is sadly short on charm and finesse. **LxWxH** 4733x1843x1386 **Kerb weight** 1425kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	139	9.1	40.9-44.8	144-158
2.0 40 TFSI	201	150	7.2	40.9-44.8	143-158
2.0 45 TFSI quattro	242	155	5.6	34.4-35.3	183-187
2.9 V6 TFSI RS5 quattro	448	174	3.9	28.5-28.8	222-224
2.0 35 TDI	148	135	8.4	50.4-54.3	135-147
2.0 40 TDI quattro	201	146	7.6	49.6-54.3	137-149
3.0 S5 TDI quattro	345	155	4.6	39.8-40.4	183-187

A6 4dr saloon £40,205–£80,640 ★★★★☆

Supremely well constructed but a bit soulless to drive. A smart office on wheels. **LxWxH** 4939x1886x1457 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	201	152	7.3	37.7-39.2	163-171
2.0 45 TFSI quattro	242	155	6.0	35.3-37.2	172-182
2.0 50 TFSIe quattro	299	155	6.2	217.3	31
3.0 55 TFSI quattro	335	155	5.1	32.8-34.9	184-196
2.0 40 TDI	201	152	8.1	47.9-51.4	145-155
2.0 40 TDI quattro	201	153	7.6	45.6-47.9	155-163
3.0 50 TDI quattro	282	155	5.5	38.7-40.4	183-191
3.0 S6 TDI quattro	344	155	5.0	36.2	203-205

A6 Avant 5dr estate £42,355–£116,624 ★★★★☆

A capable and high-tech throwback that's a timely reminder of what Audi does best. **LxWxH** 4939x1886x1467 **Kerb weight** 1710kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	201	149	7.5	36.2-38.2	168-178
2.0 45 TFSI quattro	242	155	6.2	34-36.2	177-189
2.0 50 TFSIe quattro	294	155	6.2	217.3	31
4.0 RS6 quattro	596	155-174	3.6	21.9-22.6	283-294
2.0 40 TDI	201	149	8.3	45.6-49.6	150-162
2.0 40 TDI quattro	201	150	7.6	44.1-46.3	159-167
3.0 S6 TDI quattro	344	155	5.1	35.3	209

A7 Sportback 5dr coupé £54,265–£121,805 ★★★½☆

Easy on the eye and to live with, but let down by stolid dynamics. **LxWxH** 4969x1908x1422 **Kerb weight** 1880kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 45 TFSI quattro	242	155	6.2	35.3-36.2	177-183
2.0 50 TFSIe quattro	294	155	6.3	134.5-141.2	46-47
4.0 RS7 quattro	596	155-174	3.6	22.2-23.0	280-287
2.0 40 TDI	201	152	8.3	47.9-49.6	150-156
2.0 40 TDI quattro	201	155	7.0	45.6-47.1	158-163
3.0 S7 TDI quattro	344	155	5.1	35.3-35.8	205-208

A8 4dr saloon £77,135–£117,730 ★★★★☆

Technical tour de force benefits from Audi's knack of making very good limousines. **LxWxH** 5172x1945x1473 **Kerb weight** 1920kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 55 TFSI quattro	335	155	5.6	28.2-29.4	206-212
3.0 55 TFSI quattro LWB	335	155	5.7	28.2-29.1	219-228
3.0 60 TFSIe quattro	449	155	4.9	100.9-113.0	57-64
3.0 50 TDI quattro	282	155	5.9	38.7-40.9	180-192
3.0 50 TDI quattro LWB	282	155	5.9	38.2-40.4	182-193

E-tron GT 4dr saloon £84,000–£137,390 ★★★★½

Combines striking looks with a high-class interior and never feels short of pace. **LxWxH** 4989x2158x1396 **Kerb weight** 2276kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
quattro 93kWh	528	152	4.1	296	0
RS quattro 93kWh	637	155	3.3	283	0

Q2 5dr SUV £25,080–£47,675 ★★★★☆

Audi's smallest SUV is a decent stepping stone from the A3 to the Q range. **LxWxH** 4191x1794x1508 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 30 TFSI	108	122	11.2	44.8-47.1	135-143
1.5 35 TFSI	148	131	8.6	42.2-44.8	142-151
2.0 SQ2 TFSI	298	155	4.9	32.8-33.2	192-195

Q3 5dr SUV £31,625–£63,955 ★★★½☆

Typically refined and competent but feels more like an A3 than an Audi SUV. **LxWxH** 4388x1831x1608 **Kerb weight** 1385kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 35 TFSI	148	128-131	9.2-9.6	38.7-42.2	153-166
2.0 40 TFSI quattro	187	136	7.4	31.0-32.5	197-207
2.0 45 TFSI quattro	243	147	5.8	31.0-31.7	195
2.0 45 TFSIe	243	130	7.3	141.2	44-45
2.5 RS Q3 quattro	396	155	4.5	27.7-28.8	217-227
2.0 35 TDI	148	128	9.3	47.9-49.6	150-154
2.0 35 TDI quattro	148	131	9.3	39.2-40.9	133-139
2.0 40 TDI quattro	197	139	7.3	37.7-40.4	173

Q3 Sportback 5dr SUV £34,425–£65,105 ★★★½☆

A more sporting take on the compact SUV, with similarly stable handling. **LxWxH** 4500x1856x1567 **Kerb weight** 1460kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 35 TFSI	148	126	9.6	39.2-41.5	153-166
2.0 40 TFSI quattro	187	136	7.4	30.7-32.1	197-207
2.0 45 TFSI quattro	243	147	5.8	32.5-32.8	195
2.0 45 TFSIe	243	130	7.3	141.2	44-45
2.5 RS Q3 quattro	396	155	4.5	27.7-28.5	223-231
2.0 35 TDI	148	126	9.3	48.7-51.4	14552
2.0 35 TDI quattro	148	131	9.3	40.4-44.8	133-139
2.0 40 TDI quattro	197	139	7.3	38.2-39.8	173

Q4 E-tron 5dr SUV £43,290–£57,410 ★★★½☆

Practical, pleasant and efficient – if not quite a superior premium product. **LxWxH** 4588x2108x1632 **Kerb weight** 1890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
35 125k	168	99	9.0	201	0
40 150kW	201	99	8.5	307	0
50 quattro 220kW	296	111	6.2	298	0

Q4 E-tron Sportback 5dr SUV £46,190–£63,005 ★★★½☆

Fastback variant of Audi's mainstream electric SUV is agile and terrifically refined. **LxWxH** 4588x2108x1614 **Kerb weight** 1895kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
35 125kW	168	99	9.0	211	0
40 150kW	201	99	8.5	318	0
50 quattro 220kW	296	111	6.2	302	0

Q5 5dr SUV £47,045–£74,645 ★★★★☆

Appealing combination of Audi allure, affordable SUV practicality and attractiveness. **LxWxH** 4663x1893x1659 **Kerb weight** 1720kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 45 TFSI quattro	242	147	6.4	31.0-33.6	191-206
2.0 50 TFSIe quattro	249	148	6.1	128.4	49
2.0 40 TDI quattro	187	136	8.1	41.5-44.8	165-179
3.0 SQ5 TDI quattro	344	155	5.1	32.8-34.4	216-224

Q5 Sportback 5dr SUV £48,495–£77,095 ★★★½☆

Reduced accommodation and practicality, but still a refined and solid steer. **LxWxH** 4689x1893x1660 **Kerb weight** 2010-2150kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 45 TFSI quattro	263	149	6.1	31.7-33.6	192-202
2.0 50 TFSIe quattro	297	148	6.1	176.6-188.3	36-38
2.0 40 TDI quattro	201	137	7.6	42.2-44.8	166-176
3.0 SQ5 TDI quattro	336	155	5.1	33.2-34.4	216-222

Q7 5dr SUV £62,155–£99,840 ★★★★☆

Unengaging to drive and light on feel, but the cabin is both huge and classy. **LxWxH** 5052x1968x1740 **Kerb weight** 2060kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 55 TFSI quattro	338	155	5.9	25.4-27.4	233-253
3.0 V6 55 TFSIe quattro	376	149	5.9	108.6-113	56-58
4.0 SQ7 quattro	500	155	4.1	29.4-30.1	232
3.0 V6 45 TDI quattro	228	142	7.3	32.1-34.0	217-230
3.0 V6 50 TDI quattro	282	150	6.5	32.1-34.0	217-230

Q8 5dr SUV £70,340–£128,465 ★★★★☆

Striking and effective coupé-SUV range-topper leaves us wanting more. **LxWxH** 4986x1995x1705 **Kerb weight** 2145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 55 TFSI quattro	335	155	5.9	25.9-26.4	243-248
3.0 V6 55 TFSIe quattro	381	149	5.8	94.2	67-68
3.0 V6 60 TFSIe quattro	462	149	5.4	94.2-97.4	66-68
4.0 SQ8 quattro	503	155	4.1	31.0-31.7	234-239
4.0 V8 RS Q8 quattro	592	155	3.8	20.2-20.5	314-318
3.0 V6 50 TDI quattro	282	150	6.1	32.8-33.2	222-226

Q8 E-tron 5dr SUV £67,800–£114,500 ★★★★½

A rounded, uber-luxurious addition to the premium EV niche. **LxWxH** 4901x1935x1629 **Kerb weight** 2490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50 quattro 95kWh	335	124	6.8	190	0
55 quattro 114kWh	408	124	5.6	237	0
SQ8 quattro 114kWh	503	130	4.5	223	0

Q8 E-tron Sportback 5dr SUV £70,300–£117,000 ★★★★½

Quick and classy EV builds on the solid foundations of its more upright sibling. **LxWxH** 4901x1935x1616 **Kerb weight** 2480kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50 quattro 95kWH	335	118	6.0	192	0
55 quattro 114kWh	403	124	5.6	242	0
SQ8 quattro 114kWh	503	130	4.5	224	0

TT 2dr coupé £34,840–£69,450 ★★★★☆

Still serves up plenty of pace, style and usability for the money. It's better to drive, too. **LxWxH** 4191x1966x1376 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	194	155	6.6	40.4-41.5	154-158
2.0 45 TFSI	242	155	5.8-5.9	38.7-39.2	162-167
2.0 45 TFSI quattro	242	155	5.2	34.9-35.8	180-184
2.0 50 TFSI quattro TTS	302	155	4.5	34.9-35.3	180-183
2.5 TT RS quattro	395	155	3.7	30.7	208-210

TT Roadster 2dr open £36,590–£71,200 ★★★★☆

Plenty of pace and driver reward, along with prestige and design-icon style. **LxWxH** 4191x1966x1355 **Kerb weight** 1455kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	194	155	6.9	39.2-40.4	159-163
2.0 45 TFSI	242	155	6.0-6.1	37.2-38.2	168-172
2.0 45 TFSI quattro	242	155	5.5	33.6-34.4	185-190
2.0 50 TFSI quattro TTS	302	155	4.8	34.0-34.4	185-188
2.5 TT RS quattro	395	155	3.9	29.7-30.1	214-215

R8 2dr coupé £132,805–£168,910 ★★★★☆
Usable but no less involving or dramatic for it. V10 is deliciously brutal. **LxWxH** 4426x1940x1240 **Kerb weight** 1590kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.2 V10 RWD	538	201	3.7	22.2	288
5.2 V10 quattro	567	201	3.4	21.9	294
5.2 V10 Performance q'tro	610	205	3.1	21.7	295-296

R8 Spyder 2dr open £141,495–£177,600 ★★★★☆
Taking the roof off the R8 enhances the drama tenfold. **LxWxH** 4426x1940x1245 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.2 V10 RWD	538	200	3.8	20.9	307
5.2 V10 quattro	567	200	3.5	20.5	313
5.2 V10 Performance q'tro	610	204	3.2	20.3	315

BAC

Mono 0dr open £165,125 ★★★★⯪
An F-22 Raptor for the road, only significantly better built. **LxWxH** 3952x1836x1110 **Kerb weight** 580kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 VVT	305	170	2.8	na	na

BENTLEY

Continental GT 2dr coupé £178,820–£260,120 ★★★★☆
Refined and improved in every area, making the Conti a superb grand tourer. **LxWxH** 4850x1966x1405 **Kerb weight** 2244kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	542	198	4.0	23.9	268
6.0 W12 Speed	626	207	3.6	20.8	308

Continental GTC 2dr open £196,420–£285,920 ★★★★⯪
Immensely capable and refined open-top cruiser with effortless performance. **LxWxH** 4850x2187x1399 **Kerb weight** 2414kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	542	198	4.1	23.3	275
6.0 W12 Speed	626	207	3.7	20.2	336

Flying Spur 4dr saloon £173,470–£244,520 ★★★★⯪
New from the ground up, with the looks and technology of a class winner. **LxWxH** 5316x1879x1483 **Kerb weight** 2437kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 Hybrid	536	177	4.3	na	na
4.0 V8	548	198	4.1	22.2	288
6.0 W12	632	207	3.8	19.1	337

Bentayga 5dr SUV £155,665–£197,420 ★★★★⯪
Crewe's first attempt at an SUV remains ahead of most luxury rivals. **LxWxH** 5140x1998x1742 **Kerb weight** 2505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 Hybrid	448	158	5.5	83.1	82
4.0 V8	542	171	4.5	21.7	302

BMW

1 Series 5dr hatch £27,245–£39,825 ★★★★⯪
May not drive like a traditional BMW but delivers on upmarket hatch values. **LxWxH** 4319x1799x1434 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
118i	138	132	8.5	46.3-47.1	130-134
128ti	261	155	6.1	40.9	157
M135i xDrive	302	155	4.8	36.2	177
116d	114	124	10.1-10.3	60.1-62.8	119-123
118d	148	134	8.4-8.5	58.9-60.1	123-127
120d	187	144	7.3	55.4-57.6	129-133
120d xDrive	187	143	7.0	52.3-53.3	139-142

2 Series 2dr coupé £36,010–£47,515 ★★★★⯪
Takes everything positive about its predecessor and refines it further. **LxWxH** 4537x2068x1390 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
220i	184	147	7.5	44.1	145
230i	242	155	5.9	42.8	151
M240i xDrive	374	155	4.3	34.4	186
220d	188	147	6.9	60.1	122

2 Series Gran Coupé 4dr saloon £28,705–£40,730 ★★★☆☆
Blends 1 Series platform with rakish looks, but lacks the coupé's driver appeal. **LxWxH** 4526x1800x1420 **Kerb weight** 1350kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
218i	138	134	8.7	46.3-47.1	136-138
220i	178	148	7.1	46.3-47.1	136-139
M235i xDrive	302	155	4.9	37.2	172
218d	148	138	8.6	58.9-60.1	123-125
220d	188	148	7.5	56.5-57.6	129-131

2 Series Active Tourer 5dr hatch £31,285–£36,570 ★★★★☆
Proves there's still a place for the MPV in this SUV-led world. **LxWxH** 4354x1800x1555 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
220i	154	137	8.1	47.1-47.9	135-137
223i	201	150	7.0	45.6-46.3	138-140
225e xDrive	241	121	6.7	na	na
230e xDrive	321	127	5.5	na	na
218d	148	137	8.8	57.6-58.9	127-129

3 Series 4dr saloon £37,805–£80,970 ★★★★★
Latest 3 Series has a growth spurt, but size is no obstacle for an engaging drive. **LxWxH** 4709x1827x1442 **Kerb weight** 1450kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
320i	181	146	7.1	44.1	144-146
320i xDrive	181	142	7.6	41.5-42.2	153-154
330i	254	155	5.8	40.9-42.8	150-156
330e	288	143	5.9	188.3-201.8	37-38
330e xDrive	288	143	5.9	na	na
M340i xDrive	369	155	4.4	34.9	185
M3 Competition	503	155	3.9	28.8	223
M3 xDrive Competition	503	155	3.5	28.2	228
318d	148	132	8.3-8.4	52.6-62.8	117-129
320d	187	146	6.8-7.1	56.5-60.1	124-131
320d xDrive	187	144	6.9	54.3-56.5	130-136
330d	263	155	5.5	47.1-49.6	150-156
330d xDrive	263	155	5.1	47.1	157-158
M340d xDrive	338	155	4.6	46.3	160

3 Series Touring 5dr estate £39,810–£83,470 ★★★★⯪
Towering everyday appeal. Arguably the best all-rounder sensible money can buy. **LxWxH** 4620x1811x1430 **Kerb weight** 1565kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
320i	181	143	7.5	42.2	152-153
330i	254	155	5.9	39.2-40.9	156-163
330e	292	143	5.9	176.6-201.8	32-37
330e xDrive	292	140	5.9	156.9-176.6	37-42
M340i xDrive	371	155	4.5	33.6	191
318d	148	133	8.8	57.6-58.9	126-127
320d	188	142	7.1-7.9	54.3-57.6	115-121
320d xDrive	188	142	7.4	51.4-54.3	136-143
330d	263	140	5.6	45.6-47.1	158-163
330d xDrive	261	155	5.4	43.5-44.8	166-171
M340d xDrive	340	155	4.8	44.8	165
M3 xDrive Competition	503	155	3.6	na	235

4 Series 2dr coupé £41,800–£128,225 ★★★★☆
A rounded, engaging and potent coupé let down only by its looks. **LxWxH** 4768x2081x1390 **Kerb weight** 1590kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
420i	181	149	7.5	42.2-44.1	146-151
430i	254	155	5.8	40.4-42.2	153-159
M440i xDrive	369	155	4.5	36.7	175
M4 Competition	503	155	3.9	28.8	228
M4 xDrive Competiton	503	155	3.5	28.2	227
M4 CSL	543	191	3.7	28.5	224
420d	187	143	7.1	58.9-61.4	121-126
420d xDrive	187	148	7.4	55.4-57.6	129-135
M440d xDrive	335	155	4.6	47.9	154

4 Series Convertible 2dr open £47,155–£85,870 ★★★★☆
Fabric-roofed grand tourer has just as much talent as its coupé sibling. **LxWxH** 4768x2081x1384 **Kerb weight** 1715kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
420i	181	147	8.2	40.4-41.5	154-159
430i	242	155	6.2	38.7-40.4	160-165
M440i xDrive	371	155	4.9	35.3	182
M4 xDrive Competition	503	155	3.7	27.7	231
420d	188	147	7.6	55.4-57.6	129-134
430d	282	155	5.8	50.4-52.3	141-146
M440d xDrive	335	155	4.6	47.9	154

4 Series Gran Coupé 4dr coupé £42,960–£51,805 ★★★★☆
The same impressive package we love from the 3 Series, with added style. **LxWxH** 4783x2073x1442 **Kerb weight** 1825kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
420i	181	146	7.9	41.5	154
430i	242	155	6.2	39.8	160-161
M440i xDrive	371	155	4.7	35.3	182
420d	188	146	7.3	56.5	130
420d xDrive	188	145	7.6	53.3	138

i4 4dr saloon £53,480–£65,795 ★★★★☆
Fast, refined and with lots of traditional appeal to convert sceptics. **LxWxH** 4783x1852x1448 **Kerb weight** 2215kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
eDrive40	338	118	5.7	352-365	0
M50	542	140	3.9	318	0

5 Series 4dr saloon £41,480–£107,520 ★★★★⯪
The perfect compromise between the comfy E-Class and dynamic XF, and then some. **LxWxH** 4936x2126x1479 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
520i	181	146	7.8	44.8-45.6	142-145
530e	288	146	5.9	117.7-128.4	32-43
530e xDrive	288	146	5.9	134-166	38-48
545e xDrive	394	155	3.8	128-134	49-51
M550i xDrive	528	155	3.8	25.9	247
M5 Competition	616	155	3.3	25.4	252
520d	187	147	7.5	57.6-58.9	126-129
520d xDrive	187	144	7.6	54.3-55.4	132-135
530d xDrive	261	155	5.4	51.4-52.3	143-145

5 Series Touring 5dr estate £44,085–£59,655 ★★★★⯪
The excellent 5 Series made in more practical form. The 520d is still the best. **LxWxH** 4942x2126x1498 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
520i	181	139	8.2	40.4-42.2	152-160
530e	292	140	6.1	156.9-176.6	35-40
530e xDrive	292	140	6.1	134.5-156.9	42-47
540i xDrive	335	155	5.1	34.9-35.8	179-185
520d	187	147	7.8	52.3-55.4	134-142
520d xDrive	187	144	7.9	49.6-52.3	140-148
530d xDrive	261	155	5.6	46.3-47.9	160

7 Series 4dr saloon £102,305–£116,655 ★★★★☆
New mild-hybrid flagship saloon is better in every way than its predecessor. **LxWxH** 5098x1902x1478 **Kerb weight** 1755kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
750e xDrive	482	155	4.8	53.4	na
M760e xDrive	563	155	4.3	na	na

i7 4dr saloon £108,305–£134,555
Tech-laden luxury saloon arrives as new flagship with class-leading comfort. **LxWxH** 5391x1950x1544 **Kerb weight** 2715kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive60	526	149	4.7	na	na

8 Series 2dr coupé/2dr open £79,475–£133,020 ★★★★☆
Has dynamism to spare but not quite the breadth of ability of the best sporting GTs. **LxWxH** 4843x1902x1341 **Kerb weight** 1830kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
840i	335	155	5.0	33.2-33.6	193-194
M850i xDrive	523	155	3.7	24.8-25.2	255-260
M8 Competition	623	155	3.2-3.3	25.2-25.4	252-254

8 Series Gran Coupé 4dr saloon £76,975–£130,520 ★★★★☆
Four-door grand tourer offers greater practicality than its two-door siblings. **LxWxH** 5072x1932x1397 **Kerb weight** 1800kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
840i	335	155	5.2	33.2	194
M850i xDrive	523	155	3.9	24.6	260
M8 Competition	623	155	3.2	25.4	254

X1 5dr SUV £42,080–£47,785 ★★★★☆
Pick of the premium bunch and very spacious, but expensive and not that small **LxWxH** 4500x1845x1642 **Kerb weight** 1655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
sDrive18i	138	127	9.7	42.8	149-150
sDrive20i	189	138	7.4	40.9	156-157
xDrive20i	189	na	7.7	38.2-38.7	166-167
xDrive23i	201	145	7.4	41.5	153
sDrive18d	148	126	8.9	55.4	133-134
xDrive 23d	194	140	7.4	56.5	131

iX1 5dr SUV £52,255–£54,960
Not the most engaging to drive, but a seriously comprehensive electric prospect. **LxWxH** 4500x1845x1642 **Kerb weight** 1655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive30	308	112	5.7	na	na

X2 5dr SUV £33,540–£49,150 ★★★★☆
Proves crossovers aren't always worse than the hatchbacks on which they're based. **LxWxH** 4360x1824x1526 **Kerb weight** 1460kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
sDrive18i	138	127	9.6	42.8-43.5	148-150
sDrive20i	189	141	7.7	40.9-41.5	154-156
xDrive20i	189	na	7.6	38.7-39.2	164-166
xDrive25e	220	121	6.8	156.9	40-41
M35i	302	155	4.9	34.4	187
sDrive18d	148	129	9.3-9.8	55.4	132-134
xDrive18d	148	128	9.2	50.4-51.4	144-146
xDrive20d	185	137	7.7	49.6-50.4	147-149

X3 5dr SUV £45,585–£89,070 ★★★★☆
Continues where the last one left off. Dynamically good and more luxurious inside. **LxWxH** 4708x1891x1676 **Kerb weight** 1750kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive20i	181	134	8.3	35.3-35.8	179-181
xDrive30e	288	130	6.1	134.5	51-54
xDrive M40i	355	155	4.8	31.4	204
X3M Competition	503	155	4.1	24.8	261
xDrive20d	187	132	8.0	47.1-47.9	154-156
xDrive30d	261	149	5.8	45.6	161-163
xDrive M40d	321	155	4.9	43.5	171

iX3 5dr SUV £62,865–£65,865 ★★★★☆
All-electric SUV is brisk, agile, versatile and competitive with its closest rivals. **LxWxH** 4584x1852x1640 **Kerb weight** 2185kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
80kWh	282	112	6.8	286	0

X4 5dr SUV £51,455–£90,830 ★★★⯪☆
Downsized X6 is respectable enough if not lovable, but the X3 is a better option. **LxWxH** 4671x1881x1624 **Kerb weight** 1735kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive M40i	336	155	4.9	31.7	203
X4M Competiton	503	155	4.1	24.8	259
xDrive20d	187	131	8.0	47.1-47.9	161-165
xDrive30d	254	145	5.8	45.6-46.3	159-163
xDrive M40d	322	155	4.9	43.5	169

X5 5dr SUV £64,040–£118,920 ★★★★☆
More capable, convenient, refined and classy SUV that's a more satisfying drive. **LxWxH** 4922x2004x1745 **Kerb weight** 2110kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive40i	335	155	5.5	27.7-28.2	227-231
xDrive45e	282	155	5.6	188.3-235.4	31
xDrive M50i	523	155	4.3	27.3	276
X5M Competition	623	155	3.8	22.1	304
xDrive30d	261	130	6.8	41.5-42.2	175-179
xDrive40d	340	152	5.5	38.7-39.2	192-196

X6 5dr SUV £65,740–£121,620 ★★★⯪☆
The world's first off-road coupé, but appearances make it difficult to love. **LxWxH** 4909x1989x1702 **Kerb weight** 2065kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive40i	338	155	5.5	28.0-28.5	225-230
xDrive M50i	523	155	4.3	23.5	272
X6 M Competition	623	155	3.8	22.4	287
xDrive30d	254	143	6.7	42.2-42.8	172-176
xDrive40d	340	154	5.5	38.7-39.8	187-191

iX 5dr SUV £77,305–£107,305 ★★★★☆
Comfort-conscious yet strong and athletic. A bold new flagship for BMW's EV family. **LxWxH** 4953x2230x1696 **Kerb weight** 2510kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive40	326	124	6.1	256	0
xDrive50	523	124	4.6	375	0
M60	623	155	3.8	346	0

X7 5dr SUV £83,915–£106,870 ★★★★☆
BMW's largest SUV yet crowns the line-up, but faces strong competition. **LxWxH** 5151x2000x1805 **Kerb weight** 2395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive40i	338	155	6.1	28.7	249-250
xDrive M50i	523	155	4.7	22.1	283-291
xDrive40d	340	152	6.1	36.2	203-204

Z4 2dr coupé £40,745–£53,850 ★★★★☆
Better to drive than ever but makes a better open-top cruiser than a true sports car. **LxWxH** 4689x1942x1293 **Kerb weight** 1485kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
sDrive20i	195	155	6.6	39.8-40.4	160-161
sDrive30i	255	155	5.4	39.8	161-162
sDrive M40i	338	155	4.6	35.8	181

BMW ALPINA

B3/D3 4dr saloon/5dr estate £63,500–£77,900 ★★★★★
Buchloe's take on 3 Series makes a case for being all the car you could ever need. **LxWxH** 4620x1811x1430 **Kerb weight** 1865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 BiTurbo	488	187	3.7	25.9	229
3.0 D3S	355	168-170	4.6-4.8	37.2	182

B4/D4 4dr saloon/5dr estate £65,700–£79,890
4 series shell combines the B3's engine to make a very compelling package. **LxWxH** 4794x2068x1438 **Kerb weight** 1890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 BiTurbo	488	187	3.7	25.9	229
3.0 D4S	355	168-170	4.8	na	182

B5/D5 4dr saloon/5dr estate £66,275–£99,900 ★★★★☆
Is it the best alternative to an M5? Yes, at least from a practicality viewpoint. **LxWxH** 4956x1868x1466 **Kerb weight** 2015kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.4 V8 BiTurbo	599	200-205	3.4-4.6	23.5	263
3.0 D5S	347	171	4.8	42.2	199

B7 4dr saloon £126,000 ★★★★☆
A 7 Series with a power boost gives BMW a worthy challenger to the AMG S-Classes. **LxWxH** 5250x1902x1491 **Kerb weight** 2060kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.4 V8 BiTurbo	599	205	3.6	24.4	264

B8 Gran Coupé 4dr saloon £136,500 ★★★★☆
Superbly rounded, but lacking some of the dynamism implied by its looks. **LxWxH** 5090x1930x1430 **Kerb weight** 2140kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.4 V8 BiTurbo	621	201	3.4	25.4	270

XD3 5dr SUV £70,075 ★★★★☆
Pleasant BMW SUV impressively enhanced with the usual Alpina toolkit. **LxWxH** 4732x1897x2015 **Kerb weight** 2015kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 BiTurbo	330	158	4.9	31.4	173

XB7 5dr SUV £137,000 ★★★★☆
Huge power and impressive luxury credentials, but can't justify the hefty price jump. **LxWxH** 5151x2218x1797 **Kerb weight** 2655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.4 V8 BiTurbo	621	180	4.2	23.5	274

CATERHAM

Seven 2dr open £24,490–£54,990 ★★★★⯪
The 360 is the sweet spot, giving the Seven just the right hit of performance. **LxWxH** 3100x1575x1090 **Kerb weight** 490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
660cc Suzuki 170	84	105	6.9	58.4	109
2.0 Duratec 360	180	130	4.8	na	na
2.0 Duratec 420	210	136	3.8	na	na
2.0 Supercharged 620S	310	145	3.4	na	na
2.0 Supercharged 620R	310	155	2.8	na	na

CHEVROLET

Corvette 2dr coupé/2dr open £77,320–£89,530 ★★★★☆
Mid-engined chassis brings handling smarts the 'Vette has never known the likes of. **LxWxH** 4634x1935x1235 **Kerb weight** 1655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.2 V8	475	185	3.5	23.3	277

CITROEN

Ami 2dr quadricycle £7695–£8895
Incredibly slow and basic but full of character and will perfectly suit some use cases. **LxWxH** 2410x1390x1520 **Kerb weight** 471kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6kW 5.5kWh	8	28	na	43	0

C3 5dr hatchback £13,995–£25,545 ★★★⯪☆
Funky, fresh look gives a lease of life, shame that underneath isn't the same. **LxWxH** 3996x1749x1474 **Kerb weight** 976kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 82	79	107	12.8	51.3	130-131
1.2 PureTech 110	107	117	9.3	52.3	129-131
1.5 BlueHDi 100	96	115	10.6	67.0	117-118

C3 Aircross 5dr hatchback £20,635–£24,375 ★★★⯪☆
Funky-looking C3 gets a jacked-up, rugged SUV look. **LxWxH** 4155x1765x1637 **Kerb weight** 1088kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 110	107	115	11.3	51.5	141-143
1.2 PureTech 130	127	124	10.4	47.3	150
1.5 BlueHDi 100	96	109	12.8	62.7	126-128

C4 5dr hatchback £22,060–£34,995 ★★★☆☆
Interesting to look at but soft and unrewarding to drive. Electric ë-C4 is better. **LxWxH** 4355x1800x1525 **Kerb weight** 1247kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech	99	114	11.3	54.8	116
1.2 PureTech 130	128	130	8.9-9.4	50.2-54.7	117-127
1.2 PureTech 155	153	129	8.5	48.8	131
1.5 BlueHDi	108	120	10.9	68.7-69.1	114-115
1.5 BlueHDi 130	129	128	9.5	64.5-64.9	114-115
ë-C4 50kWh	134	93	9.7	227	0

C5 Aircross 5dr SUV £26,930–£38,275 ★★★⯪☆
Smooth-riding SUV has an easy-going nature, but not the most dynamic. **LxWxH** 4500x1859x1670 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	128	117	10.5	44.2	149-151
1.6 PureTech 225 PHEV	223	140	8.7	184.0	50
1.5 BlueHDI 130	129	117	10.4	57.3	138-139

C5 X 5dr SUV £27,790–£39,960 ★★★★☆
An unconventional take on the conventional that brings comfort to the fore. **LxWxH** 4805x1865x1485 **Kerb weight** 1418kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	128	130	10.4	48.6	136
1.6 PureTech 180	181	143	8.1	43.9	147
1.6 PureTech 225 PHEV	223	145	7.8	186-236	30-34

ë-Berlingo 5dr MPV £31,945–£33,064 ★★★☆☆
New electric version of venerable people carrier is suddenly the only one available. **LxWxH** 4403x1921x1849 **Kerb weight** 2440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50kWh	136	84	9.0	182	0

CUPRA

Born 5dr hatch £33,735–£39,195 ★★★⯪☆
Electric hot hatch shows promise and annoyance in equal measure. **LxWxH** 4322x1809x1540 **Kerb weight** 1736kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
58kWh	201	99	7.3	262-263	0
77kWh	226	99	7	339	0

Leon 5dr hatch £33,100–£40,485 ★★★⯪☆
PHEV makes for a confused take on the hot hatch. ICE versions are more enjoyable. **LxWxH** 4398x1799x1467 **Kerb weight** 1596kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 eHybrid	241	140	6.7	217.3	30-32
2.0 TSI	242	155	6.4	39.2	162-163
2.0 TSI 300	298	155	5.7	37.2	171-172

Leon Estate 5dr estate £37,890–£43,290 ★★★★☆
More practical version of the most potent Leon blows as hot and cold as the hatch. **LxWxH** 4657x1799x1463 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 eHybrid	241	140	7	201.8	31-34
2.0 TSI 310	306	155	4.9	32.8-34.4	186

Ateca 5dr hatch £41,070–£46,585 ★★★⯪☆
First model from Seat's stand-alone performance brand has decent pace and precision. **LxWxH** 4376x1841x1615 **Kerb weight** 1615kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 TSI 300	296	153	5.2	32.5	197

Formentor 5dr SUV £29,880–£45,885 ★★★★☆
Bespoke-to-Cupra SUV delivers a well-rounded, sure-footed and rewarding drive. **LxWxH** 4450x1839x1511 **Kerb weight** 1569kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	127	8.9	43.5-44.8	143-148
2.0 TSI 190	188	137	7.1	36.2-37.7	171-176
1.4 eHybrid 204	201	127	7.8	201.8-235	33-37
1.4 eHybrid 245	242	130	7.0	176.6-188	33-35
2.0 TSI 310	310	155	4.9	32.8-33.2	193-194

DACIA

Sandero 5dr hatch £12,595–£14,095 ★★★★☆
Still as cheap, remarkably likeable and usable as most recent superminis. **LxWxH** 4088x1848x1499 **Kerb weight** 1130kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TCe	90	111	11.7	53.3	120
1.0 TCe Bi-Fuel	99	114	11.6	52.3	123

Sandero Stepway 5dr hatch £13,795–£16,435 ★★★⯪☆
A more expensive and slightly more rugged cheap car – but still limited. **LxWxH** 4099x1848x1535 **Kerb weight** 1040kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TCe	88	107	12	50.4	127
1.0 TCe 100 Bi-Fuel	99	109	11.9	48.7	130-131

Duster 5dr SUV £15,295–£22,145 ★★★★☆
A value champion. If cheap family transport is what you require, the Duster delivers. **LxWxH** 4341x2052x1633 **Kerb weight** 1189kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TCe 90	89	103	13.5	46.3	139
1.3 TCe 130	128	120	10.6	45.6	141
1.3 TCe 150	148	125	9.7	44.8	143
1.0 TCe 100 Bi-Fuel	99	106	14.4	na	146
1.5 dCi 115	113	113	10.3	57.7	128
1.5 dCi 115 4x4	113	108	12.1	51.4	143

Jogger 5dr MPV £16,645–£18,745 ★★★★⯪
A real reason for families to flock to Dacia dealers. Basic to drive but very versatile. **LxWxH** 4547x1848x1632 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TCe	107	114	11.2	49.6	130-131

DAVID BROWN AUTOMOTIVE

Speedback GT 3dr coupé £620,000 ★★★★☆
Classic looks are matched with lovely drive thanks to modern Jaguar hardware. **LxWxH** 4760x1860x1350 **Kerb weight** 1800kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.0 V8 Auto	601	155	4.8	23.0	292

DS

3 Crossback 5dr SUV £25,200–£42,470 ★★★⯪☆
First foray into compact SUVs comfortably competes with more established rivals. **LxWxH** 4118x1802x1534 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 100	98	112	10.9	80.4	127
1.2 PureTech 130	128	124	9.2	47.1	141
1.2 PureTech 155	153	129	8.2	46.6-52.0	127-143
1.5 BlueHDI 100	98	112	11.4	62.7	123
50kWh E-Tense	132	93	8.7	191-206	0

4 5dr hatch £28,210–£43,550 ★★★★☆
Lavish, high-riding hatchback gets serious about chasing premium German rivals. **LxWxH** 4400x2061x1470 **Kerb weight** 1352kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	128	130	9.3	41.4-48.6	132
1.6 PureTech 180	177	143	8.0	43.9	145
1.6 PureTech 225	223	146	7.9	43.7	146
1.6 E-Tense 225	223	145	7.7	176-232	27-35
1.5 BlueHDI 130	128	129	10.9	51.4-61.2	121-144

7 Crossback 5dr SUV £37,405–£55,640 ★★★⯪☆
DS's first premium SUV certainly has the right price tag, equipment and appeal. **LxWxH** 4570x1895x1620 **Kerb weight** 1420kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	129	122	10.2	42.2-46.0	143-152
1.6 PureTech 180	178	137	8.3	42.2	152
1.6 E-Tense 225	223	140	8.9	157-176	36-41
1.6 E-Tense 4x4 300	295	149	5.9	176.6-201.8	32-40
1.5 BlueHDi 130	128	121	11.7	54.1-55.3	143

9 5dr saloon £52,900–£63,000 ★★★★☆
New flagship is a refreshing alternative to the usual German executives. **LxWxH** 4934x2079x1460 **Kerb weight** 1540kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 PureTech 225	223	146	8.1	40.9	155
1.6 E-Tense 225	223	149	8.3	176-256	33-35
1.6 E-Tense 4x4	356	155	5.6	176-256	41-43

FERRARI

Portofino 2dr open £166,295 ★★★★☆
The entry-level Ferrari has the power, the looks and the touring ability. **LxWxH** 4586x1938x1318 **Kerb weight** 1664kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.9T V8	591	199	3.5	14.7-28.0	230-436

Roma 2dr coupé £175,000 ★★★★⯪
Gorgeous coupé is a proper grand tourer with a focus on usability. **LxWxH** 4656x1974x1301 **Kerb weight** 1570kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.9T V8	612	199	3.4	14.7-28.0	230-436

296 GTB 2dr coupé £241,550 ★★★★★
Latest in a line of fabulous Ferraris gains EV ability but loses nothing in return. **LxWxH** 4656x1974x1301 **Kerb weight** 1470kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0T V6	819	205	2.9	44.1	149

F8 Tributo 2dr coupé/open £203,476 ★★★★★
The last hurrah for the pure internal combustion V8-powered mid-engined Ferrari. **LxWxH** 4611x1979x1206 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.9T V8 Tributo	710	211	2.9	21.9	292

812 Superfast 2dr coupé/open £263,098–£446,970 ★★★★★
More powerful than the F12, but with better road manners making it the star of the range. **LxWxH** 4657x1971x1276 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.5 V12	777	211	2.9	11.2-20.0	320
6.5 V12 Competizione	819	211	2.9	13.9	385

SF90 Stradale 2dr coupé/open £400,000 ★★★★★
Plug-in hybrid doesn't do things conventionally. A 986bhp technical masterpiece. **LxWxH** 4710x1972x1186 **Kerb weight** 1570kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0T V8	986	211	2.5	46.3	154

FIAT

Panda 5dr hatch £14,310–£19,505 ★★★⯪☆
Hasn't kept pace with its rivals, but sells robust, practical charm better than most. **LxWxH** 3653x1643x1551 **Kerb weight** 940kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
0.9 Twinair 85	83	103-110	11.2-12.1	37.2	166-168
1.0 Mild Hybrid	69	96	14.7	50.4-52.3	126-132

500 3dr hatch/2dr open £16,175–£20,325 ★★★⯪☆
Super-desirable, cute city car. Pleasant, if not involving to drive. **LxWxH** 3571x1627x1488 **Kerb weight** 865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 Mild Hybrid	69	104	13.8	53.3	119-121

500 Electric 3dr hatch/2dr open £24,435–£34,435 ★★★★☆
Shows that small EVs can be viable and can also be fun – to look at, to sit in and to drive. **LxWxH** 3571x1627x1488 **Kerb weight** 865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
Electric 24kWh	95	84	9.5	118	0
Electric 42kWh	118	93	9.0	199	0

Tipo 5dr hatch £27,875–£28,175 ★★★⯪☆
A '90s reboot that has been on a diet. Decent to drive and ample interior space. **LxWxH** 4368x1792x1495 **Kerb weight** 1195kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Hybrid	124	128	9.3	54.3	119

500X 5dr hatch £20,895–£27,615 ★★★⯪☆
Familiar styling works rather well as a crossover. Drives okay, too. **LxWxH** 4248x1796x1600 **Kerb weight** 1295kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Hybrid	124	121	9.4	49.5	129-134

FORD

Fiesta 3dr/5dr hatch £18,655–£26,645 ★★★★⯪
Dynamically superb and continues the Fiesta legacy. No longer the class leader, though. **LxWxH** 4040x1735x1476 **Kerb weight** 1113kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.1 75	73	103	14.5	53.3	120
1.0 Ecoboost 100	98	112	10.8	53.3	125
1.0 Ecoboost MHEV 125	123	126	9.4	56.5	114
1.5T Ecoboost 200 ST	197	144	6.5	42.8	151

Focus 5dr hatch £23,500–£34,960 ★★★★⯪
Better to drive and look at than before, and impressively good value. **LxWxH** 4378x1825x1471 **Kerb weight** 1369kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 Ecoboost MHEV 125	123	124	10.2	52.3	121
1.0 Ecoboost MHEV 155	152	129-131	9.2-9.5	54.3	116
2.3T Ecoboost 280 ST	276	155	5.7	35.3	183
1.5 EcoBlue 120	118	117-122	10.0-10.8	62.8	119-127

Focus Estate 5dr estate £24,660–£36,360 ★★★⯪☆
Almost as good to drive as the hatch, but a Skoda Octavia will carry more. **LxWxH** 4669x1825x1481 **Kerb weight** 1485kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 Ecoboost 125	123	120-123	10.3-10.6	55.4	98-116
1.0 Ecoboost MHEV 155	152	127-130	9.4-9.7	55.4	116
2.3T Ecoboost 280 ST	276	155	5.8-6.0	35.3	183
1.5 EcoBlue 120	118	120	10.6	61.4	120

Ecosport 5dr SUV £23,435–£24,635 ★★★☆☆
Facelifted version of the pumped-up Fiesta is okay, but developing-world roots show. **LxWxH** 4096x1765x1653 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0T Ecoboost 125	123	111	11.0	45.6	141
1.0T Ecoboost 140	138	115	10.2	45.6	142

Puma 5dr SUV £24,145–£33,615 ★★★★☆
Compact crossover finally has a class leader capable of appealing to petrolheads. **LxWxH** 4186x1805x1554 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0T Ecoboost MHEV 125	123	119	9.8	50.4	127
1.0T Ecoboost MHEV 155	153	124	8.9	50.4	127
1.5 Ecoboost ST	198	137	6.7	41.5	155

Kuga 5dr SUV £29,755–£40,155 ★★★★☆
All-new version of popular SUV mixes dynamism with practicality and refinement. **LxWxH** 4614x1883x1678 **Kerb weight** 1698kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5T Ecoboost 150	148	121	9.7	41.5-42.8	151
2.5 FHEV	198	122	9.1	51.4	125
2.5 PHEV	223	125	9.2	201.8	32

S-Max 5dr MPV £38,540–£43,800 ★★★★☆
Better to drive and better looking than most but not quite the class leader it was. **LxWxH** 4976x1916x1655 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 FHEV 190	188	115	9.8	44.1	147

Galaxy 5dr MPV £40,700 ★★★⯪☆
Huge seven-seat MPV. Easy to place on the road but not cheap to buy. **LxWxH** 4848x1916x1747 **Kerb weight** 1708kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 FHEV 190	188	115	10.0	43.5	148

Mustang Mach-E 4dr crossover £50,030–£72,830 ★★★★☆
Likeable, practical high-rise EV has only a badge in common with its coupé namesake. **LxWxH** 4712x1881x1597 **Kerb weight** 1993kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
70kWh Standard RWD	265	111	6.9	273	0
91kWh Extended RWD	290	111	7.0	379	0
91kWh Extended AWD	346	111	5.8	335	0
91kWh GT AWD	480	124	4.4	310	0

Mustang 2dr coupé/open £50,075–£60,075 ★★★★☆
American muscle built for the UK, in coupé and convertible forms. What's not to like? **LxWxH** 4784x1916x1381 **Kerb weight** 1653kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.0 V8	444	155	4.9	23.9	268
5.0 V8 Mach-1	453	166	4.8	22.8	284

GT 2dr coupé £420,000 ★★★★☆
The GT is back as a race car for the road. Compelling if not perfect. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.5 V6 Ecoboost	650	216	3.0	na	na

Ranger 4dr pick-up £24,369–£47,889 ★★★★☆
Capable pick-up becomes off-road monster in Raptor spec but loses VAT incentives. **LxWxH** 5277x1977x1703 **Kerb weight** 1866kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 EcoBlue 130	128	106	13.5	42.8	173
2.0 EcoBlue 170	158	109	11.8	40.4-43.5	184-207
2.0 EcoBlue 213	210	106	10.5	30.7	201-233
3.2 Duratorq TDCI 200	197	109	10.6	32.1-36.2	221-231

GENESIS

G70 4dr saloon £33,450–£39,720 ★★★⯪☆
Likeable left-field choice has style but struggles to threaten the establishment. **LxWxH** 4685x1850x1400 **Kerb weight** 1675kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0T 197	194	139	8.8	35.4	181
2.0T 245	241	149	6.1	35.4	181
2.2D 200	197	143	7.4	43.5	170

G70 Shooting Brake 5dr estate £35,325–£41,480 ★★★★☆
Best-looking Genesis yet is also the best to drive, despite slightly flat four-pot engines. **LxWxH** 4685x1850x1400 **Kerb weight** 1717kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0T 197	197	135	9.3	32.5-34.0	193-204
2.0T 245	245	146	6.4	32.5-34.0	193-204
2.2D 200	198	140	7.7	41.8	175

GV70 5dr SUV £39,450–£44,370 ★★★★☆
Wilfully different from the posh SUV competition and none the worse for it. **LxWxH** 4715x1910x1630 **Kerb weight** 2010kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5T	301	149	6.1	29.7	216
2.2D	207	133	7.9	40.0	185

G80 4dr saloon £41,650–£65,805 ★★★★☆
A luxury car for those who've had their fill of the typical premium options. **LxWxH** 4995x1925x1465 **Kerb weight** 1930kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5T	301	155	6.0	31.0	205
87.2kWh	364	139	4.9	323	0

GV60 5dr SUV £47,005–£65,405 ★★★★☆
Nascent brand's first EV arrives as a luxurious, efficient SUV lacking sharpness. **LxWxH** 4515x1890x1470 **Kerb weight** 2095kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
77.4kWh Premium	225	115	7.8	323	0
77.4kWh Sport	313	124	5.5	292	0
77.4kWh Sport Plus	483	146	4.0	289	0

GV80 5dr SUV £58,320–£64,020 ★★★⯪☆
Rich, spacious and comfortable but not a world-class luxury car just yet. **LxWxH** 4945x1975x1715 **Kerb weight** 2145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5T	301	147	6.9	27.4-27.7	240
3.0D	268	143	6.9	32	231

GORDON MURRAY AUTOMOTIVE

T33 2dr coupé £1,400,000
Smaller, even more daily-usable sibling of the T50 with the same glorious engine. **LxWxH** na **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V12	607	na	na	na	na

T50 2dr coupé £2,800,000
Ultra-lightweight, V12-powered spritual successor to legendary McLaren F1. **LxWxH** 4352x1850x1164 **Kerb weight** 986kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V12	650	na	na	na	na

HONDA

E 5dr hatch £36,920–£38,120 ★★★⯪☆
Eminently likeable, with good dynamics but a limited range and ambitious price. **LxWxH** 3894x1752x1512 **Kerb weight** 1520kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
36kWh	136	90	9.0	137	0
36kWh Advance	154	90	8.3	136	0

Jazz 5dr hatch £20,860–£26,850 ★★★★☆
Not the most compact or vivacious but has decent handling and is cleverly packaged. **LxWxH** 4044x1694x1526 **Kerb weight** 1300kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 i-MMD	109	108	9.4-9.9	62.8	102-110

Civic 5dr hatch £29,595–£40,220 ★★★★☆
A fresh look while remaining practical, refined and upmarket. Lacks some dynamism. **LxWxH** 4518x1799x1434 **Kerb weight** 1275kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 eHEV	181	112	7.8-8.1	156.5-60.1	108-114
2.0 VTEC Turbo Type R	315	169	5.8	33.2	191-193

HR-V 5dr SUV £29,410–£34,850 ★★★⯪☆
Fine ergonomics and big on superficial charm, but ultimately leaves us cold. **LxWxH** 4340x1790x1582 **Kerb weight** 1380kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 eHEV	131	106	10.7	52.3	122

CR-V 5dr SUV £32,815–£40,910 ★★★★☆
Tardis-like SUV stalwart has lots of space for five and a big boot. **LxWxH** 4605x1820x1685 **Kerb weight** 1515kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 i-MMD hybrid	181	112	8.6-9.2	47.4	151-163

NSX 2dr coupé £150,195 ★★★★⯪
Honda's supercar given a modern reboot, and it's some piece of engineering. **LxWxH** 4487x1939x1204 **Kerb weight** 1725kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.5 V6 hybrid	573	191	2.9	26.4	242

HYUNDAI

i10 5dr hatch £13,430–£16,805 ★★★★☆
The smallest Hyundai matures and regains leadership of the city car class. **LxWxH** 4035x1734x1474 **Kerb weight** 933kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 MPi	67	97	14.6	53.3	114-120
1.0 T-GDi	99	115	10.5	52.3	123
1.2 MPi	84	106	12.6	51.4	124

i20 5dr hatch £19,035–£25,250 ★★★★☆
Steady gains for a versatile runabout that, N version aside, still lacks personality. **LxWxH** 4035x1734x1474 **Kerb weight** 980kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 T-GDi 100	98	117	10.4	47.9-49.6	120
1.0 T-GDi 48V MHD 100	98	117	10.4	54.3-55.4	115-118
1.0 T-GDi 48V MHD 120	118	115	10.2	53.3	120
1.6 T-GDi N	201	142	6.7	40.4	158

i30 5dr hatch £21,260–£34,095 ★★★⯪☆
As good as we've come to expect from Hyundai, but not one inch better. **LxWxH** 4340x1795x1455 **Kerb weight** 1194kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 T-GDi 120	118	118	11.1	45.6	121-122
1.5 T-GDi	157	130	8.6	42.2-46.3	142
2.0 T-GDi 275 N Performance	272	155	6.1	34.0	188

i30 Fastback 4dr saloon £25,960–£34,845 ★★★⯪☆
Combines good looks with sensible practicalities and dynamic charm. **LxWxH** 4455x1795x1425 **Kerb weight** 1287kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 T-GDi	157	130	8.6	49.6-52.3	141-151
2.0 T-GDi 275 N Performance	272	155	6.1	34.0	188

i30 Tourer 5dr estate £22,010–£24,960 ★★★⯪☆
Another solid car. Good value and practical but lacks excitement. **LxWxH** 4585x1795x1465 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 T-GDi 120	118	117	11.4	47.9-49.6	130-139

Bayon 5dr SUV £20,530–£24,780 ★★★★☆
Much better at meeting your motoring needs than kindling your affections. **LxWxH** 4180x1775x1500 **Kerb weight** 1233kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 T-GDi 48V MHEV	98	113	10.7	53.3	120-121
1.0 T-GDi 48V MHEV 120	118	115	10.4	53.3	121

Kona 5dr SUV £21,625–£37,900 ★★★★☆
Hyundai's first crossover is the perfect blend of practicality, value and style. **LxWxH** 4165x1800x1550 **Kerb weight** 1233kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 T-GDi 120	118	112	12.0	44.1-44.8	142-147
1.6 GDi Hybrid	134	119	10.2	52.3	114-123
2.0 T-GDi N	278	149	5.5	32.8	194
Electric 39kWh	134	96	9.6	180	0
Electric 64kWh	201	104	7.6	280	0

Ioniq 5 5dr SUV £45,150–£56,150 ★★★★☆
Won't upend the electric SUV segment, but a compelling option in a developing class. **LxWxH** 4635x1890x1605 **Kerb weight** 1145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
77kWh	224	115	7.4	238-315	0
77kWh Premium	320	na	5.1	282	0

Ioniq 6 4dr saloon £46,745–£54,995 ★★★★⯪
Distinctive saloon with great practicality and road manners and a well-equipped cabin. **LxWxH** 4855x1880x1495 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
77kWh	224	115	7.3	238-315	0
77kWh Premium	320	na	5.1	282	0

Tucson 5dr SUV £29,140–£42,380 ★★★★☆
Shows Hyundai can do both style and substance. A family SUV that's easy to like. **LxWxH** 4500x1865x1653 **Kerb weight** 1425kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 T-GDi 150	148	117	10.3	40.9	156
1.6 T-GDi 48V MHEV 150	148	117	9.6	43.5	144-151
1.6 T-GDi 48V MHEV 180	178	125	9.0	39.8	162
1.6 T-GDi Hybrid	228	120	8.0	50.4	127
1.6 T-GDi Plug-in hybrid	263	119	8.6	201.8	31

Santa Fe 5dr SUV £40,685–£49,910 ★★★⯪☆
Superficial charm and an expansive cabin but not much polish to the powertrain. **LxWxH** 4785x1900x1710 **Kerb weight** 2005kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 T-GDi Hybrid	228	116	8.9-9.1	42.2	145-168
1.6 T-GDi Plug-in hybrid	262	116	8.8	173.7	37
2.2 CRDi	199	127	9.2	na	177-178

Nexo 5dr SUV £69,495 ★★★⯪☆
Impressive effort that heads in the right direction for fuel cell cars. **LxWxH** 4670x2060x1640 **Kerb weight** 1814kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
95kW Fuel Cell	161	130	9.6	42.0mpkg	0

INEOS

Grenadier 6dr SUV £54,900–£61,900
Has bags of charm on the road and is virtually unbeatable off it. **LxWxH** 4896x1930x2036 **Kerb weight** 2669kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0T 6dr Auto	282	99	8.6	21.4	299
3.0TD 6dr Auto	245	99	9.9	27.4	268

JAGUAR

XE 4dr saloon £32,205–£42,345 ★★★★⯪
Tops the pile thanks to outstanding driver appeal. Poised and engaging but refined. **LxWxH** 4678x1850x1416 **Kerb weight** 1450kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P300 AWD	296	155	5.9	30.8-32.4	197-207
2.0 P250	246	150	6.7	34.2	186
2.0 D200	198	146	7.3	54.0-57.7	128-137

XF 4dr saloon £35,100–£47,730 ★★★★⯪
Outstandingly broad-batted dynamically, plus a pleasant cabin. **LxWxH** 4954x1880x1457 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P250	246	155	6.9	33.0-34.9	183-193
2.0 P300 AWD	296	155	6.1	31.2-32.8	194-204
2.0 D200	198	146	7.6	52.8-56.5	131-140
2.0 D200 AWD	198	143	7.8	48.9-51.3	128-137

XF Sportbrake 5dr estate £37,240–£49,005 ★★★★⯪
Superb XF is now available in the more practical Sportbrake form. It's a win-win. **LxWxH** 4955x1880x1494 **Kerb weight** 1660kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P250	246	150	7.1	32-33.7	189-199
2.0 P300 AWD	296	155	6.2	29.9-31.2	204-213
2.0 D200	198	143	7.8	50.7-53.7	138-146
2.0 D200 AWD	198	143	8.0	47.0-49.1	151-157

F-Type 2dr coupé £58,275–£102,300 ★★★★⯪
A full-blooded assault on Porsche's backyard, with noise, power and beauty. **LxWxH** 4482x1923x1311 **Kerb weight** 1525kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P300	296	155	5.7	29.9	215
5.0 P450	444	177	4.6	26.0-26.8	239-246
5.0 P575	518	186	3.7	26.4	243

F-Type Convertible 2dr open £66,925–£107,495 ★★★★⯪
Costs serious money, but you get a serious car with a likeable wild side. **LxWxH** 4482x1923x1308 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P300	296	155	5.7	29.6	217
5.0 P450	444	177	4.6	26.0-26.6	241-247
5.0 P575	518	186	3.7	26.4	243

E-Pace 5dr SUV £38,220–£52,535 ★★★⯪☆
Misses the mark for keen drivers, but is still a desirable SUV nevertheless. **LxWxH** 4411x1984x1649 **Kerb weight** 1775kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P250	245	142	7.5	31.1-31.3	203-205
2.0 P300	295	150	6.9	29.8	214
1.5 P300e	305	134	6.5	143.1	44
2.0 D165	160	128	10.0	43.4-45.4	163
2.0 D165 AWD	160	124	9.8	42.9-43.4	171-172
2.0 D200 AWD	201	131	8.4	42.9-43.0	170-173

F-Pace 5dr SUV £46,250–£101,550 ★★★★☆
Credible first SUV effort is as refined and dynamic as a Jaguar should be. **LxWxH** 4731x2071x1666 **Kerb weight** 1690kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P250 AWD	246	135	7.3	30.4	214-220
3.0 P400 AWD	394	155	5.4	28.8	222-230
2.0 P400e AWD	398	149	5.3	112.5	51-55
5.0 V8 SVR 550 AWD	548	178	4.0	23.1	275
2.0 D165 AWD	160	121	9.9	45.4	165-171
2.0 D200 AWD	197	130	8.0	45.4	165-171
3.0 D300 AWD	296	143	6.4	38.1	195-202
5.0 V8 SVR	542	178	4.0	23.1	275

I-Pace 5dr SUV £65,620–£76,920 ★★★★⯪
Fast, refined and the first of its kind from a European manufacturer. **LxWxH** 4682x1895x1558 **Kerb weight** 2133kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
EV400	398	124	4.8	277-287	0

JEEP

Compass 5dr SUV £34,205–£42,995 ★★★☆☆
Wants to be a catch-all crossover but is beaten by more road-focused rivals. **LxWxH** 4394x2033x1629 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 48V MHEV	128	120	10.0	47.1-50.4	133-140
1.3 4xe PHEV	238	124	7.3	141-156	44-47

Renegade 5dr SUV £29,710–£37,350 ★★★⯪☆
Middling compact crossover with chunky looks but no obvious charm. **LxWxH** 4236x1805x1667 **Kerb weight** 1346kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 GSE T4 150	148	122	9.4	38.2-39.8	151
1.3 Turbo 4xe	188	113	7.5	122.8-134.5	42-49
1.3 Turbo 4xe Trailhawk	238	124	7.1	117.7-128.4	51-53

Wrangler 2dr/4dr SUV £54,400–£59,400 ★★★★☆
Heavy-duty off-roader goes anywhere but lacks on-road manners. **LxWxH** 4223x1873x1840 **Kerb weight** 1827kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 GME	265	97-110	7.3-7.6	25.4-26.4	248-254

KIA

Picanto 5dr hatch £12,250–£17,050 ★★★★☆
A pleasingly well-rounded and charming value offering, but not in all of its guises. **LxWxH** 3595x1595x1485 **Kerb weight** 977kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0	65	100	14.1	56.5-60.1	119
1.0 T-GDi	997	112	9.9	53.3	120

Rio 5dr hatch £14,900–£21,400 ★★★⯪☆
More comfortable and more grown-up in fourth-gen form, but not any more fun. **LxWxH** 4065x1993x1450 **Kerb weight** 1143kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 DPi	83	103	12.7	52.3	120-122
1.0 T-GDi	99	113	10.0	53.3	120
1.0 T-GDi 48V	118	116	9.8	51.4	118-125

Ceed 5dr hatch £24,500–£25,350 ★★★★☆
Third-generation hatchback can now compete for class honours. **LxWxH** 4310x1800x1447 **Kerb weight** 1315kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 T-GDi	156	130	8.4	43.5-46.3	129

Ceed Sportswagon 5dr estate £25,200 ★★★★☆
All of the above, but with cavernous, more practical load space. **LxWxH** 4600x1800x1465 **Kerb weight** 1389kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 T-GDi 158	156	130	8.6	43.5-46.3	131

Proceed 5dr hatch £26,190 ★★★⯪☆
Alluring and interesting, but not quite as special to drive as it looks. **LxWxH** 4605x1800x1422 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 T-GDi 158	156	130	8.6	43.5-46.3	129

Xceed 5dr hatch £22,995–£32,595 ★★★⯪☆

Crossover-styled hatch that drives well, but lacks practicality and polish. **LxWxH** 4395x1826x1483 **Kerb weight** 1332kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T-GDi 158	156	129	8.7	44.8	142-143
1.6 GDi PHEV	137	99	10.6	217.3	38

Stonic 5dr SUV £19,700–£23,750 ★★★⯪☆

Kia's first crossover is striking and reasonably good considering the value. **LxWxH** 4140x1760x1520 **Kerb weight** 1160kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi	116	115	9.9	46.3-47.1	137

Niro 5dr SUV £27,745–£39,025 ★★★⯪☆

Versatile and well-equipped family transport in a choice of hybrid and EV flavours. **LxWxH** 4355x1805x1545 **Kerb weight** 1500kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 GDi Hybrid	137	101	11.1	58.9	110-120
1.6 GDi Hybrid PHEV	137	107	10.4	201.8	29
64kWh e-Niro	198	104	7.8	282	0

Soul EV 5dr hatch £32,845–£39,045 ★★★★☆

Electric-only hatch with looks that divide opinion but a competitive range. **LxWxH** 4220x1825x1605 **Kerb weight** 1757kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
39kWh	132	97	9.9	171	0
64kWh	201	104	7.9	280	0

Sportage 5dr SUV £27,250–£44,550 ★★★⯪☆

Does refinement, handling precision, tech, space and alternative style well. **LxWxH** 4515x1865x1650 **Kerb weight** 1715kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6T GDi	148	117	9.9	41.5	154
1.6T GDi 48V	148	117	9.3	41.5	146
1.6T GDi 48V DCT AWD	148	117	9.4	40.4	158
1.6T GDI PHEV	257	119	7.9	na	na
1.6T GDi HEV	226	120	7.7	49.6	129
1.6T GDi HEV AWD	226	120	8.0	44.1	146
1.6 CRDi	113	108	11.7	53.3	138
1.6 CRDi 48V	134	112	11.0	54.3	135

EV6 5dr SUV £44,195–£61,595 ★★★★☆

Swish, spacious and swift enough to become the pick of the EV crossover bunch. **LxWxH** 4680x1880x1550 **Kerb weight** 2090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
77.4kWh	226	114	7.3	328	0
77.4kWh AWD	321	116	5.2	300	0

Sorento 5dr SUV £50,995–£56,995 ★★★⯪☆

Lacks polish, but its abundant utility appeal and value shine through. **LxWxH** 4810x1900x1695 **Kerb weight** 2006kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 T-GDi HEV	226	119	8.7	40.9	158-166
1.6 T-GDi PHEV	261	119	8.4	176.6	38

KTM

X-Bow 0dr open £57,345–£70,717 ★★★★☆

Eccentric looks and sharp handling but expensive. **LxWxH** 3738x1915x1202 **Kerb weight** 847kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 R	290	143	3.9	na	na
2.0 GT	280	143	4.1	na	na

LAMBORGHINI

Huracán 2dr coupé/open £170,598–£267,633 ★★★★☆

Junior Lambo mixes usability and drama skilfully, in both coupé and Spyder forms. **LxWxH** 4459x1924x1165 **Kerb weight** 1389kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.2 V10 Evo RWD	608	202	3.3	20.5	330-335
5.2 V10 Evo	631	201	2.9	20.3	332-338
5.2 V10 STO	631	202	3.0	20.3	331

Aventador 2dr coupé/open £274,226–£439,921 ★★★★☆

Big, hairy V12 has astonishing visuals and performance. Handling could be sweeter. **LxWxH** 4797x2030x1136 **Kerb weight** 1575kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.5 V12 S	730	217	2.9	15.4	499
6.5 V12 SVJ	759	217	2.8	15.8	486
6.5 Ultimae	778	221	2.8	13.0	442

Urus 5dr SUV £177,417–£197,270 ★★★★☆

Lambo's second SUV is more alluring and aims to use the V8's power better. **LxWxH** 5112x2016x1638 **Kerb weight** 2200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	631	189	3.6	22.2	325

LAND ROVER

Defender 90 5dr SUV £60,705–£113,505 ★★★★⯪

Breadth of capability matches that of the five-door, with even more kerb appeal. **LxWxH** 4583x2008x1974 **Kerb weight** 2190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P400	398	119	6.0	25.6	256
5.0 P525	518	119	5.2	19.3-19.5	327-330
3.0 D250	246	117	8.0	32.8	226-227
3.0 D300	296	119	6.7	32.7	226

Defender 110 5dr SUV £62,405–£116,580 ★★★★⯪

Promises, and delivers, unrivalled off-road performance with on-road niceties. **LxWxH** 5018x2008x1967 **Kerb weight** 2209kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P400	398	119	6.1	24.6-24.7	260-261
2.0 P400e	398	119	5.6	85.6	77
5.0 P525	518	119	5.2	19.1	334
3.0 D250	246	117	8.3	32.2	230
3.0 D300	296	119	7.0	32.2	230

Defender 130 5dr SUV £73,895–£100,645 ★★★★☆

Stretched version of cult off-roader packs greater practicality and retains polish. **LxWxH** 5358x2008x1970 **Kerb weight** 2589kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P300	295	119	8.0	24.8	258
3.0 P400	394	119	6.6	24.5	261
3.0 D300	296	119	7.5	32.1	232

Range Rover Evoque 5dr SUV £34,010–£58,015 ★★★★☆

Refined, luxurious baby Range Rover has matured for its second generation. **LxWxH** 4371x1996x1649 **Kerb weight** 1891kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P200	198	134	8.6	31.7	201
2.0 P250	248	143	7.6	31.6	201
2.0 P300	298	150	6.4	31.3	203
1.5 P300e	298	132	6.4	166.2-193.5	33-38
2.0 D165	163	120	9.8-10.1	43.4-45.9	160-171
2.0 D200	201	120	8.5	43.8	169

Range Rover Velar 5dr SUV £46,565–£73,815 ★★★★☆

The most car-like Landie ever doesn't disappoint. Expensive, though. **LxWxH** 4804x1930x1685 **Kerb weight** 1829kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250	248	135	7.5	27.8-29.2	217-229
3.0 P400	394	155	5.5	27.3-28.0	227-230
2.0 P400e	398	149	5.4	na	na
2.0 D200	201	130	8.2	41.6	168-178
3.0 D300 MHEV	296	143	6.5	36.1-37.2	199-205

Range Rover Sport 5dr SUV £80,325–£116,190 ★★★★⯪

Bigger and better; a cut-price Range Rover rather than a jumped-up Discovery. **LxWxH** 4850x2073x1780 **Kerb weight** 2111kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P400	398	140	6.2	27.4	234
3.0 P440e	438	140	5.8	na	na
5.0 V8 P575 SVR	572	176	4.5	19.6	331
3.0 D300	298	130	7.3	34.1	220-247
3.0 D350	348	140	6.9	29.8	249

Range Rover 5dr SUV £99,375–£171,575 ★★★★⯪

Seminal luxury SUV's new generation covers even more bases than before. **LxWxH** 5052x2047x1870 **Kerb weight** 2379kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P400	398	150	5.8-6.1	28.5-29.3	218-225
3.0 P440e	438	140	6.0	321.9	20-21
3.0 P510e	508	150	5.5	318.4	20-21
4.4 P530 V8	527	155	4.6-4.8	24.0-24.2	264-267
3.0 D300	289	135	6.9	35.8-36.7	204-207
3.0 D350	348	145	6.1-6.3	35.1-36.5	203-211

Discovery Sport 5dr SUV £34,480–£54,865 ★★★★⯪

Seven seats, at home on road and off road, plus new-found desirability. **LxWxH** 4597x2069x1727 **Kerb weight** 1732kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250	247	140	7.8	30.1	211
2.0 P290	288	144	7.4	29.7	214
1.5 P300e	298	130	6.6	143.4-158.6	40-44
2.0 D165	162	112	10.2	41.5	179
2.0 D200	201	117	8.6	41.5	179

Discovery 5dr SUV £60,880–£76,085 ★★★★⯪

The country bumpkin given elocution lessons without losing its rugged capabilities. **LxWxH** 4956x2073x1888 **Kerb weight** 2115kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P360	355	130	6.5	26.0-26.4	241-245
3.0 D250	246	120	8.1	33.4-33.7	220-222
3.0 D300	296	130	6.8	33.2-33.5	221-223

LEXUS

ES 4dr saloon £38,765–£54,625 ★★★⯪☆

Gatecrashes the German-controlled saloon market in a way the GS could never manage. **LxWxH** 4975x1865x1445 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 VVT-i ES 300h	218	112	8.9	53.2	119

LS 4dr saloon £85,475–£111,980 ★★★⯪☆

Luxury saloon gets more tech and opulence but is let down by its hybrid powertrain. **LxWxH** 5235x1900x1460 **Kerb weight** 2270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.5 V6 VVT-i LS 500h	348	155	5.4	30.7-36.6	175-208

RC F 2dr coupé £68,620–£84,120 ★★★⯪☆

An also-ran, but the V8 RC F packs plenty of character and handles well enough. **LxWxH** 4695x1840x1395 **Kerb weight** 1736kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.0 V8	470	168	4.5	23.9	268

LC 2dr coupé/open £88,920–£104,920 ★★★★☆

Superb-looking coupé shows flickers of what made the LFA great. **LxWxH** 4770x1920x1345 **Kerb weight** 1935kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.0 V8 LC 500	457	168	4.7	24.3	262
3.5 V6 LC 500h	354	155	5.0	34.8	184

UX 5dr SUV £25,960–£46,850 ★★★⯪☆

Refreshingly different premium SUV is a credible, if not class-leading, alternative. **LxWxH** 4495x1840x1520 **Kerb weight** 1620kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 UX 250h	181	110	8.5	50.4	126
2.0 UX 250h E4	181	110	8.7	47.0	136
UX 300e 150kWh	201	100	7.5	195	0

NX 5dr SUV £41,210–£60,950 ★★★★☆

PHEV option and welcome cabin overhaul sustain the allure of the firm's best-seller. **LxWxH** 4660x1865x1640 **Kerb weight** 1990kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 NX 350h	242	124	7.7-8.7	44.1	145
2.5 NX 450h+ PHEV	306	124	6.3	256-313	20-26

RX 5dr SUV £57,505–£68,065 ★★★⯪☆

Low flexibility, but hybrid powertrain makes a degree of economic sense. **LxWxH** 4890x1895x1690 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.5 V6 RX 450h	308	124	7.7	34.4	185

LOTUS

Emira 2dr coupé £79,515–£80,285

Charged with replacing the entire outgoing Lotus range. We've yet to test it. **LxWxH** 4413x1895x1226 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 360	360	176	4.2	na	195
3.0 400	400	180	4.3	29.1	243

Eletre 5dr SUV £90,805–£121,305

Urus-sized, tech-rich, high-performance SUV marks firm's shift to high-tech EV maker. **LxWxH** na **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
112kWh	603	na	na	373	0
112kWh R	905	na	na	304	0

MASERATI

Ghibli 4dr saloon £70,700–£114,380 ★★★☆☆

Maser's compact exec has the allure but lacks power and is poorly finished in places. **LxWxH** 4971x1945x1461 **Kerb weight** 1810kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 Hybrid	325	158	5.7	33.2	192
3.0 V6	345	166	5.5	25.2	254
3.0 V6 S	424	178	4.9	25.0	254
3.8 V8	572	203	4.3	23.0	279

Quattroporte 4dr saloon £108,065–£136,605 ★★★☆☆

Now a full-sized executive limo, with some added flair. Off the pace in several key areas. **LxWxH** 5262x1948x1481 **Kerb weight** 1860kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 S	424	179	5.0	24.8	257
3.8 V8	572	203	4.5	23.2	277

Grecale 5dr SUV £58,315–£95,405 ★★★⯪☆

For all its promise and character, it needs work if it's to trouble the Porsche Macan. **LxWxH** 4847x1979x1667 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
48V MHEV 300 Auto	296	149	5.6	32.5	198
48V MHEV 330 Auto	325	149	5.3	32.1	199
V6 Trofeo Auto	523	177	3.8	25.2	254

Levante 5dr SUV £73,900–£135,140 ★★★☆☆

Italian flair and good looks in abundance, but diesel not as sonorous as petrols. **LxWxH** 5003x1968x1679 **Kerb weight** 2109kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6	339	156	6.0	22.6	283
3.0 V6 S	424	164	5.2	22.4	286
3.8 V8 Trofeo	572	186	4.1	17.8	359

MC20 2dr coupé £206,700–£231,700 ★★★★⯪

A triumphant return to the supercar ranks: fast and thrilling, yet approachable. **LxWxH** 4669x1981x1693 **Kerb weight** 1475kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6	621	203	2.9	24.6	262

MAZDA

2 5dr hatch £17,205–£24,475 ★★★★☆

Grown up, well made and drives with charm and vigour; engines aren't brilliant. **LxWxH** 4060x1695x1515 **Kerb weight** 1141kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Skyactiv-G 75	74	106	11.3	49.6	121
1.5 e-Skyactiv-G	88	114	9.8	60.1	107
1.5 e-Skyactiv-G 115	113	124	9.1	56.5	113

2 Hybrid 5dr hatch £21,820–£25,135

We've yet to drive it, but it's just a rebadged Toyota Yaris, which is a decent supermini. **LxWxH** 3940x1745x1500 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Hybrid	114	109	9.7	74.3	87

3 5dr hatch £23,265–£30,465 ★★★★☆

Pleasing dynamism teamed with good practicality and punchy diesel engines. **LxWxH** 4460x1795x1435 **Kerb weight** 1411kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 e-Skyactiv-G	120	122	10.4	50.4	124-127
2.0 e-Skyactiv-X 186	183	134	8.1	53.3	118-121

3 saloon 4dr saloon £26,265–£30,465 ★★★★☆

Refined and dynamically satisfying in a saloon bodystyle. **LxWxH** 4460x1795x1440 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 e-Skyactiv-X 186	183	134	8.1	56.5	114-117

6 4dr saloon £26,340–£33,720 ★★★⯪☆

A compelling mix of size, economy and performance. Interior is a let-down. **LxWxH** 4870x1840x1450 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 Skyactiv-G	143	129	9.9	42.2	152
2.0 Skyactiv-G	163	134	9.4	42.2	152
2.0 Skyactiv-G GT	191	142	8.1	38.2	167

6 Tourer 5dr estate £27,340–£35,080 ★★★⯪☆

Attractively styled and spacious inside, but only average to drive. **LxWxH** 4805x1840x1480 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 Skyactiv-G	143	128	10.0	41.5	155
2.0 Skyactiv-G	163	133	9.4	41.5	155
2.0 Skyactiv-G GT	191	139	8.1	37.2	172

CX-30 5dr SUV £24,645–£34,555 ★★★★☆

Dynamic qualities, a classy interior and a handsome look set it apart from rivals. **LxWxH** 4395x1795x1540 **Kerb weight** 1334kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 e-Skyactiv-G	120	116	10.6	47.9	134
2.0 e-Skyactiv-X 186	183	127	8.3-8.8	50.4	127

MX-30 5dr SUV £30,050–£37,950 ★★★★☆

Classy and affordable all-electric crossover marred only by its limited range. **LxWxH** 4395x1795x1555 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
35.5kWh	143	87	9.7	124	0
17.8kWh R	167	na	na	na	na

CX-5 5dr SUV £29,245–£40,505 ★★★★☆

Offers powerful diesel engines and strong performance, plus a welcoming interior. **LxWxH** 4550x1840x1675 **Kerb weight** 1575kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 165	162	125	10.3	38.7	152-154
2.5 194	191	121	9.2	35.3	182
2.2d 150	148	127	9.9	50.4	151-154
2.2d 184	181	129	9.3	42.8	175

CX-60 5dr SUV £43,950–£48,050 ★★★★☆

Feels upmarket inside and combines tidy handling with easy pace. **LxWxH** 4745x1890x1680 **Kerb weight** 1995kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 PHEV 4WD Auto	323	124	5.8	188.3	33

MX-5 2dr open £25,725–£31,860 ★★★★★

Brilliantly packaged, priced and perfectly poised but more vibrant than the original. **LxWxH** 3915x1735x1225 **Kerb weight** 1050kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Skyactiv-G 132	129	127	8.3	44.1	142
2.0 Skyactiv-G 184	181	136	6.5	40.4	153

MX-5 RF 2dr open £27,625–£33,960 ★★★★★

Remains perfectly poised and vibrant, even with a folding metal roof. **LxWxH** 3915x1735x1230 **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Skyactiv-G 132	129	126	8.6	44.1	142
2.0 Skyactiv-G 184	181	124-126	7.9-8.7	37.7-40.4	155

McLAREN

Artura 2dr coupé £185,735 ★★★★⯪

A technical marvel that wears its hybrid tech lightly. **LxWxH** 4539x1976x1193 **Kerb weight** 1498kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 PHEV	671	205	3.0	61.5	104

720S 2dr coupé/open £221,800–£250,290 ★★★★★

The start of an era for McLaren and what a way to begin it is. **LxWxH** 4543x2059x1196 **Kerb weight** 1419kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	710	212	2.9	23.2	276

765LT 2dr coupé £312,800 ★★★★⯪

Longtail treatment puts a deliciously sharp edge on the 720S. **LxWxH** 4600x2161x1159 **Kerb weight** 1419kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	755	205	2.8	23.0	280

GT 2dr coupé £165,420 ★★★★⯪

Woking's most user-friendly car to date is still a McLaren first and foremost. **LxWxH** 4683x2095x1213 **Kerb weight** 1339kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	612	204	3.2	23.7	270

MERCEDES-BENZ

A-Class 5dr hatch £32,250–£60,628 ★★★★☆

A little bit of luxury in a desirable, hatchback-sized package. **LxWxH** 4419x1992x1440 **Kerb weight** 1445kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 A180	134	134	8.9	47.9	134-138
1.3 A200	161	140	8.1	47.9	135-145
2.0 A250e	215	146	6.7	256.8	25
2.0 AMG A35 4Matic	302	155	4.7	33.6-35.8	184-193
2.0 AMG A45 S 4Matic+	415	168	3.9	33.6	204-207
1.5 A180d	114	126	9.5	62.8	127-130
2.0 A200d	148	137	8.1	58.9	129-139

A-Class Saloon 4dr saloon £32,345–£49,035 ★★★⯪☆

Larger, more grown-up A-Class adds premium touch to smallest Merc saloon. **LxWxH** 4549x1796x1446 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 A180	134	134	8.9	42.8-48.7	133-137
1.3 A200	161	143	8.1	48.7	133-137
2.0 A250e	215	149	6.7	256.8	25
2.0 AMG A35 4Matic	302	155	4.8	32.9-36.7	177-187
1.5 A180d	114	128	9.7	56.5-64.2	126-129
2.0 A200d	148	141	8.2	58.9	127-131

CLA 4dr saloon £35,220–£63,515 ★★★★☆

It may use A-Class underpinnings, but it's engineered to be much sportier to drive. **LxWxH** 4688x1830x1444 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 CLA 180	133	134	9.0	47.9	138-140
1.3 CLA 200	161	142	8.2	42.8-47.9	138-140
1.3 CLA 250e	215	149	6.8	282.5	23
2.0 AMG CLA 35 4Matic	302	155	4.9	34.9-37.2	177-187
2.0 AMG CLA 45 S 4Matic+	415	168	4.0	33.2	200-202
2.0 CLA 220d	185	152	7.1	53.3-57.7	132

CLA Shooting Brake 5dr estate £36,220–£64,515 ★★★⯪☆

The most practical of the A-Class range, but it suffers for its challenging styling. **LxWxH** 4688x1830x1447 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 CLA 180	133	130	9.2	35.8-40.9	140-141
1.3 CLA 200	161	140	8.4	35.3-40.9	141-142
1.3 CLA 250e	215	146	6.9	256.8	24
2.0 AMG CLA 35 4Matic	302	155	4.9	36.2	183-191
2.0 AMG CLA 45 S 4Matic+	415	168	4.0	32.8	203-205
2.0 CLA 220d	185	147	7.2	43.5-48.7	135-136

B-Class 5dr hatch £28,525–£40,970 ★★★⯪☆

A slightly odd prospect, but practical and classy nonetheless. **LxWxH** 4393x1786x1557 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 B180	134	132	9.0	45.6	140-142
1.3 B200	159	139	8.2	46.3	140-142
1.3 B250e	215	146	6.8	235.4	27
1.5 B180d	114	124	9.8	61.4	137-138
2.0 B200d	148	136	8.3	57.7	134-144
2.0 B220d	187	145	7.2	56.5	136-137

C-Class 4dr saloon £42,860–£71,110 ★★★★☆

Sumptuous interior and impressive tech, but let down by harsh suspension. **LxWxH** 4751x2033x1437 **Kerb weight** 1650kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 C200	221	153	7.3	44.1	146
2.0 C300	278	155	6.0	42.2	152-159
2.0 C300e	331	152	6.1	256.8	14-24
2.0 C220d	218	152	7.3	61.4	120-127
2.0 C300d	283	155	5.7	55.4	133-139
AMG C43	402	155	4.6	31.4	203

C-Class Estate 5dr estate £44,775–£72,670 ★★★⯪☆

Impressive and tech-filled inside, albeit in a curiously unsatisfying dynamic package. **LxWxH** 4755x2033x1494 **Kerb weight** 1710kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 C200	221	149	7.5	38.1-43.4	149-168
2.0 C300	278	155	6.0	41.0	157
2.0 C300e	331	151	6.2	403.6	15
2.0 C220d	218	151	7.4	57.7	129
2.0 C300d	283	155	5.8	54.4	136
AMG C43	402	155	4.7	31	206

C-Class Coupé 2dr coupé £42,880–£92,025 ★★★★☆

Outgoing two-door keeps a nice balance of style, usability and driver reward. **LxWxH** 4696x1810x1405 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 C200	181	149	7.9	37.7-42.2	155-156
2.0 C300	258	155	6.1	35.8-39.8	161-175
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	221-225
4.0 V8 AMG C63 S	503	180	3.9	25.0-25.5	250
2.0 C220d	192	149	7.0	46.3-52.3	133-145
2.0 C300d 4Matic	241	155	6.0	42.8-48.7	151-164

C-Class Cabriolet 2dr open £46,455–£90,985 ★★★★☆

Take all the good bits about the coupé and add the ability to take the roof off. Bingo. **LxWxH** 4686x1810x1409 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 C200	181	146	7.9	36.2-40.4	167-168
2.0 C300	258	155	6.3	34.0-37.7	173-184
3.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.5	229-231
4.0 V8 AMG C63 S	503	174	4.1	24.4-24.8	258
2.0 C220d	191	145	7.5	44.8-49.6	141-153
2.0 C300d	242	155	6.3	42.2-47.1	153-167

E-Class 4dr saloon £48,775–£120,195 ★★★★☆

A little pricey, and less sporting than its rivals, but still comfy and luxurious. **LxWxH** 4923x1852x1468 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 E200	194	149	7.4	38.2	165-166
2.0 E300e	315	155	5.8	188.3	41
3.0 E450	363	155	5.0	31.7	204
3.0 AMG E53 4Matic+	429	155	4.5	30.4	212-215
4.0 V8 AMG E63 S 4Matic+	603	155	3.4	22.8-23.7	277
2.0 E220d	191	146	7.4	53.3	139-157
2.0 E300d	261	155	6.3	47.9	153-167
2.0 E300de	302	149	5.9	217.3	39
2.9 E400d 4Matic	325	155	5.1	42.2	176-188

E-Class Estate 5dr estate £50,775–£122,195 ★★★★☆

Far more practical than its rivals, but pricier and less sporty than those closest to it. **LxWxH** 4933x1852x1475 **Kerb weight** 1780kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 E200	197	144	7.7	31.0-35.3	173-174
3.0 V6 AMG E53 4Matic+	429	155	4.6	29.7	216-219
4.0 V8 AMG E63 S 4Matic+	603	180	3.5	22.6-23.3	282
2.0 E220d	191	142	7.8	50.4	148-161
2.0 E300d	242	155	6.6	40.4-46.3	156-159
2.0 E300de	302	146	6.0	188.3	41
2.9 E400d 4Matic	325	155	5.3	40.9	181-192

E-Class Coupé 2dr coupé £51,345–£76,825 ★★★★☆

Big, laid-back four-seat tourer. Borrows looks from the ravishing S-Class Coupé. **LxWxH** 4846x1860x1431 **Kerb weight** 1685kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 E300	237	155	6.4	31.0	180-182
3.0 E450 4Matic	362	155	5.0	29.1-31.4	201
3.0 AMG E53 4Matic+	429	155	4.4	30.1-31.4	212-215
2.0 E220d	189	145	7.6	43.5-50.4	154-155
3.0 E300d 4Matic	242	155	6.4	42.2-47.9	166-167
2.9 E400d 4Matic	325	155	5.3	na	189

E-Class Cabriolet 2dr open £57,095–£80,735 ★★★★☆

Refined and sophisticated four-seater in the same mould as the S-Class Cabriolet. **LxWxH** 4846x1860x1429 **Kerb weight** 1780kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 E300	237	155	6.6	30.0	189-190
3.0 E450 4Matic	362	155	5.8	28.8-30.7	208
3.0 AMG E53 4Matic	429	155	4.5	29.7-30.7	217-219
2.0 E220d	189	147	7.8	42.8-48.7	162-163
2.0 E300d	242	155	6.6	40.9-46.3	172
2.9 E400d 4Matic	325	155	5.4	na	193

CLS 4dr saloon £71,345–£82,445 ★★★★☆

Retains the sleek coupé style and has more tech – without losing its allure. **LxWxH** 4996x1896x1436 **Kerb weight** 1935kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 AMG CLS 53 4Matic+	429	155	4.5	29.7	216
3.0 CLS 400d 4Matic	325	155	5.0	38.7	191

S-Class 4dr saloon £82,965–£211,460 ★★★★⯪

Bristling with technology, luxury and performance. Sets new class standards. **LxWxH** 5125x1899x1493 **Kerb weight** 1990kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 S500	440	155	4.9	29.7-35.3	181-201
3.0 S580e	510	155	5.2	353.1	19
3.0 S580 Maybach	503	144	4.8	26.2	253-265
6.0 V12 S680 Maybach	612	155	4.5	19.8	325
2.9 S350d	286	155	6.4	39.8-42.8	173-190
2.9 S400d	328	155	5.4	38.2-38.7	192-196

EQS 5dr saloon £102,160–£166,155 ★★★★⯪

Luxurious in every respect and a tantalising showcase for the future. **LxWxH** 5032x1899x1411 **Kerb weight** 2480kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
108kW 450+ 4Matic	325	130	6.2	412-453	0
AMG EQS 53 4Matic+	649	155	3.8	377	0

AMG GT 4-Door Coupé 4dr saloon £141,855–£173,640 ★★★★⯪

Four-door, four-wheel-drive GT is confusing to contemplate but impressive to drive. **LxWxH** 5054x1953x1447 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8 GT63 S 4Matic+	630	196	3.2	21.4-22.1	294-298

GLA 5dr SUV £36,090–£67,305 ★★★⯪☆

Not the most practical crossover but good looking and very decent to drive. **LxWxH** 4417x1804x1494 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 GLA 180	120	124	8.7-9.0	35.3-40.4	151-155
1.6 GLA 200	152	134	8.1-8.4	34.9-39.8	151-155
1.3 GLA 250e	135	137	7.1	201.8	31
2.0 GLA 250 4Matic	204	143	6.6	32.5-35.8	172-174
2.0 AMG GLA 35 4Matic	302	155	5.2	32.5	186-198
2.0 AMG GLA 45 S 4Matic+	415	155	4.3	28.8	215-224
2.0 GLA 200d	150	127	8.6-8.9	52.3	121
2.0 GLA 220d	188	136	7.3	49.6	141-149

EQA 5dr SUV £47,510–£56,010 ★★★☆☆

A competent but entirely average electric SUV. For the money, we expect better. **LxWxH** 4463x1834x1624 **Kerb weight** 1965kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
67kWh 250	188	99	8.5	255-264	0
67kWh 300 4Matic	228	99	7.7	260-268	0
67kWh 350 4Matic	292	99	6.0	268	0

GLB 5dr SUV £40,565–£51,595 ★★★⯪☆

Boxy SUV mixes rough-and-tumble styling cues and seven-seat versatility. **LxWxH** 4634x1834x1659 **Kerb weight** 1555kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 GLB 200	160	129	9.1	40.4	160-165
2.0 AMG GLB 35	302	155	5.2	32.5	198
2.0 GLB 200d	148	127	9.0	47.9	149-156
2.0 GLB 220d	188	135	7.6	47.9	156-158

EQB 5dr SUV £53,610–£62,710 ★★★☆☆

Part-time third row still a rarity in premium electric cars. Otherwise unremarkable. **LxWxH** 4463x1834x1624 **Kerb weight** 2030kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
67kWh 300	228	99	7.7	257	0
67kWh 350	292	99	6.0	257	0

GLC 5dr SUV £45,240–£94,785 ★★★★☆

Not exactly exciting to drive, but does luxury and refinement better than most. **LxWxH** 4656x1890x1639 **Kerb weight** 1735kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 GLC 300 4Matic	255	149	6.2	34.4	187-198
2.0 GLC 300e 4Matic	320	143	5.7	122.8	53
3.0 V6 AMG GLC 43 4Matic	388	155	4.9	27.4	233-245
4.0 V8 AMG GLC 63 S 4Matic+	502	155	3.8	22.7	294-296
2.0 GLC 220d 4Matic	191	134	7.9	47.9	154-167
2.0 GLC 300d 4Matic	242	144	6.5	42.8	178-179
2.0 GLC 300de 4Matic	302	143	6.2	148.7	50

GLC Coupé 5dr SUV £51,590–£97,960 ★★★★☆

A coupé-shaped SUV destined to be outrun by the X4 – unless you're in an AMG. **LxWxH** 4732x1890x1602 **Kerb weight** 1785kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 GLC 300 4Matic	255	149	6.3	32.8	195-202
2.0 GLC 300e 4Matic	320	143	5.7	104.6	52-54
3.0 V6 AMG GLC 43 4Matic	388	155	4.9	27.7	232-242
4.0 V8 AMG GLC 63 S 4Matic+	502	155	3.8	22.1	290-291
2.0 GLC 220d 4Matic	191	135	7.9	44.1	167-173
2.0 GLC 300d 4Matic	242	145	6.6	40.9	182-184
2.0 GLC 300de 4Matic	302	143	6.2	134.5	55

EQC 5dr SUV £70,035–£78,925 ★★★★⯪

Brisk, tidy-handling electric SUV has everything needed to do well on UK roads. **LxWxH** 4762x1884x1624 **Kerb weight** 2495kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
80kWh 400 4Matic	408	112	5.1	244-255	0

GLE 5dr SUV £70,055–£119,930 ★★★★☆

The ML replacement isn't inspiring to drive but does come with a classy interior. **LxWxH** 4819x2141x1796 **Kerb weight** 2165kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.9 GLE 450 4Matic	362	155	5.7	32.5	229
2.0 GLE 300d 4Matic	242	140	7.2	39.2	198-207
2.9 GLE 350d 4Matic	268	143	6.6	36.2	206-214
2.0 GLE 350de 4Matic	317	130	6.8	256.8	29
2.9 GLE 400d 4Matic	328	152	5.7	35.3	220
3.0 V6 AMG GLE 53 4Matic+	432	155	5.3	26.7	246-248
4.0 V8 AMG GLE 63 S 4Matic+	603	155	3.8	na	281

GLE Coupé 5dr SUV £76,080–£129,205 ★★★★☆

May not be your idea of a desirable luxury car, but it's certainly an effective one. **LxWxH** 4946x2014x1716 **Kerb weight** 2295kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 AMG GLE 53 4Matic	432	155	5.3	25.7	244
4.0 AMG GLE 63 S 4Matic	603	174	3.8	na	280
2.0 GLE 350de 4Matic	320	130	6.9	313.9	23-24
2.9 GLE 400d 4Matic	327	149	5.7	33.6	219

GLS 5dr SUV £85,800–£176,505 ★★★⯪☆

The replacement for the massive GL can still seat seven in comfort. **LxWxH** 5216x2030x1823 **Kerb weight** 2415kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 GLS 400d 4Matic	327	148	6.3	32.8	227
4.0 GLS 600 Maybach	549	155	4.9	21.4	304
4.0 AMG GLS63	625	174	4.2	23.7	273

G-Class 5dr SUV £123,500–£182,200 ★★★⯪☆

Massively expensive and compromised, but with character in abundance. **LxWxH** 4866x1984x1969 **Kerb weight** 2550kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 400d 4Matic	325	130	6.4	25.7	281-282
4.0 V8 AMG G63 4Matic	578	137	4.5	18.6-18.8	373

AMG GT 2dr coupé/open £108,390–£377,120 ★★★★☆

Million-dollar looks and a railgun V8, but extremely firm chassis affects its usability. **LxWxH** 4544x1939x1287 **Kerb weight** 1615kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8 GT	522	193-194	3.7-3.8	21.9-22.1	289-290
4.0 V8 GT R	577	198	3.6	22.1	289
4.0 V8 GT Black Series	718	202	3.2	22.1	292

MG

3 5dr hatch £12,845–£14,345 ★★★⯪☆

Neatly tuned and nice sporty styling. Breaks the mould for budget superminis. **LxWxH** 4018x1729x1507 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 VTi-Tech	104	108	10.9	42.3	152

5 SW EV 5dr estate £29,695–£31,945 ★★★⯪☆

Segment-first electric estate could be all the real-world EV you need. **LxWxH** 4544x1729x1509 **Kerb weight** 1532kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
61kWh	154	115	7.7	250	0

ZS 5dr SUV £16,995–£34,495 ★★★☆☆

Much improved on previous MGs, but still lacks the sophistication of its closest rivals. **LxWxH** 4314x1809x1611 **Kerb weight** 1190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 VTi-Tech	104	109	10.9	41.5	155
1.0T GDi	109	112	12.4	38.6	166
45kWh EV	143	87	8.5	163	0
73kWh EV	156	108	8.4	273	0

HS 5dr SUV £22,625–£33,595 ★★★☆☆

Goes big on metal for the money but covers its budget roots with mixed success. **LxWxH** 4574x1876x1664 **Kerb weight** 1489kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T-GDi	162	118	9.9	36.2-37.2	168
1.5 T-GDi PHEV	254	118	7.1	155.8	43

MINI

3dr Hatch 3dr hatch £22,565–£35,545 ★★★★⯪

Three-pot engines and cleverly designed interior make the Mini a superb choice. **LxWxH** 3821x1727x1414 **Kerb weight** 1190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 One	101	121	10.1-10.2	49.6	130
1.5 Cooper	134	130	7.8-7.9	48.7-49.6	130-132
2.0 Cooper S	189	145-146	6.7-6.8	44.1	145
2.0 John Cooper Works	227	152	6.1-6.3	39.8	160

Electric 3dr hatch £31,000–£35,050 ★★★★☆

Won't break records on range or usability, but has plenty of zip and driver appeal. **LxWxH** 3850x1727x1414 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
33kWh	180	93	7.3	144	0

Convertible 2dr open £25,465–£38,145 ★★★⯪☆

A fun open-top car but compromised on practicality and dynamics. **LxWxH** 3821x1727x1415 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Cooper	134	128	8.8	46.3	138-139
2.0 Cooper S	175	143	7.2	42.2	151
2.0 John Cooper Works	227	150	6.6	39.2	165

5dr Hatch 5dr hatch £23,225–£31,760 ★★★★⯪

Mini charm in a more usable package, but still not as practical as rivals. **LxWxH** 3982x1727x1425 **Kerb weight** 1240kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 One	101	119	10.6	49.6	130
1.5 Cooper	134	129	8.4	48.7-49.6	131-132
2.0 Cooper S	175	146	6.9	44.1-45.6	141-146

Clubman 5dr hatch £27,015–£39,945 ★★★★☆

Cheery and alternative Mini 'six-door' takes the brand into new territory. **LxWxH** 4253x1800x1441 **Kerb weight** 1375kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Cooper	134	128	9.2	47.1	136-137
2.0 Cooper S	175	142	7.3	42.2	152-153
2.0 John Cooper Works All4	302	155	4.9	38.2	169

Countryman 5dr hatch £28,815–£42,675 ★★★⯪☆

Bigger than before, but still more funky than useful. Still not all that pretty, either. **LxWxH** 4299x2005x1557 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Cooper	136	124	9.7	44.8	143
1.5 Cooper All4	136	122	10.3	40.9	157-158
1.5 Cooper S E All4 PHEV	217	122	6.8	156.9	41
2.0 Cooper S	192	140	7.5-7.6	42.2-42.8	151-152
2.0 Cooper S All4	192	138	7.6	40.4	158-159
2.0 John Cooper Works All4	302	155	5.1	37.2	174

MORGAN

Plus Four 2dr open £63,635 ★★★⯪☆

Morgan's four-cylinder lifeblood model gets 21st-century underpinnings. **LxWxH** 3830x1500x1250 **Kerb weight** 1013kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	255	149	5.1	38.8	165

Plus Six 2dr open £82,995 ★★★⯪☆

Feels like progress in lots of ways, but not yet the driver's car it might be. **LxWxH** 3890x1756x1220 **Kerb weight** 1075kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0	335	166	4.2	38.2	180

NISSAN

Micra 5dr hatch £16,685–£19,765 ★★★★☆

Refreshed look and better handling makes it an enticing choice. Has its flaws, though. **LxWxH** 3991x1743x1455 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 IG-T 92	91	111	11.8	50.4	123-129

Leaf 5dr hatch £28,495–£34,945 ★★★★☆

Better looks, better value and better range from this second-gen electric hatch. **LxWxH** 4387x1768x1520 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
40kWh	147	90	7.9	168	0
62kWh	214	98	6.9-7.3	239	0

Juke 5dr hatch £20,420–£26,920 ★★★⯪☆

Second-generation crossover is impressive in some respects, but outstanding in few. **LxWxH** 4135x1765x1565 **Kerb weight** 1605kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 DiG-T 114	114	112	10.7	47.9	134-139

Qashqai 5dr SUV £25,505–£40,005 ★★★★☆

Ticks the important family car boxes, but ICE powertrain lacks refinement. **LxWxH** 4425x2084x1625 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 DiG-T 140	138	122	10.2	44.3	143-144
1.3 DiG-T 158	156	123	9.9	41.5-44.4	145

X-Trail 5dr SUV £30,955 ★★★⯪☆

Shortfalls on refinement and drivability, plus a slight lack of the original's character. **LxWxH** 4640x1820x1710 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 DiG-T 160	158	123	11.5	37.8-38.5	166-173

NOBLE

M600 2dr coupé £248,000–£287,600 ★★★⯪☆

Deliciously natural and involving; a bit ergonomically flawed. **LxWxH** 4360x1910x1120 **Kerb weight** 1198kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.4 V8	662	225	3.0	16.8	333

ORA

Funky Cat 5dr hatch £31,995 ★★★★☆

A charismatic and good-value electric hatchback from China's Great Wall Motor. **LxWxH** 4235x1825x1603 **Kerb weight** 1540kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
126kW 48kWh	169	99	8.3	193	0

PEUGEOT

208 3dr/5dr hatch £18,655–£33,910 ★★★⯪☆

A big improvement for Peugeot, if not for the supermini class. **LxWxH** 3475x1615x1460 **Kerb weight** 1065kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 75	72	106	14.9	58.9	124
1.2 PureTech 100	98	117	9.9	53.0	124-126
1.2 PureTech 130	128	129	8.7	51.9	128
50kWh e-208	136	93	8.1	194-217	0
1.5 BlueHDi 100	99	117	10.2	70	109-110

308 5dr hatch £25,270–£39,460 ★★★★☆

Brings electrification and design flair but retains the old model's dynamic character. **LxWxH** 4365x1850x1441 **Kerb weight** 1288kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	130	9.7	52.1	122
1.6 Hybrid	180	140	7.6	213-281	23-30
1.6 Hybrid 225	225	146	8.0	213-266	24-30
1.5 BlueHDi	131	129	10.6	65.4	113-114

308 SW 5dr estate £26,470–£40,670 ★★★★☆

Blends character and practicality, without compromising on the hatchback's style. **LxWxH** 4635x2062x1442 **Kerb weight** 1345kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	130	9.9	52.1	122
1.6 Hybrid	180	139	7.7	213-281	25-30
1.6 Hybrid 225	225	146	7.6	213-266	26-30
1.5 BlueHDi	131	129	10.9	65.0	113-114

508 4dr saloon £29,635–£54,665 ★★★★☆

Stylish and likeable but lacking the polish of more premium rivals. **LxWxH** 4750x1859x1430 **Kerb weight** 1535kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	127	8.1	49.1	129
1.6 Hybrid	223	155	8.3	166.0-235.0	27-38
1.6 Hybrid PSE	355	155	5.2	141.2	42
1.5 BlueHDi 130	126	126	10.0	62.0	124

508 SW 5dr estate £31,235–£56,465 ★★★☆☆

Bodystyle takes the edge off the 508's style yet doesn't fully address practicality. **LxWxH** 4778x1859x1420 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	127	8.3	49.1	129
1.6 Hybrid	223	155	8.3	166.0-235.0	27-38
1.6 Hybrid PSE	355	155	5.2	141.2	42
1.5 BlueHDi 130	126	129	10.1	62.0	127

2008 5dr SUV £22,735–£38,850 ★★★★☆

Compact crossover has most rivals licked, but class is still waiting for a game-changer. **LxWxH** 4300x1770x1550 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 100	98	115	10.9	52.0	125-127
1.2 PureTech 130	128	122	8.9	50.6	132
1.2 PureTech 155	153	129	8.2	46.6	141
50kWh e-2008	136	93	8.5	191-206	0
1.5 BlueHDi	98	115	11.4	62.7	118-120

3008 5dr SUV £29,325–£47,380 ★★★★☆

Cleverly packaged Peugeot offers just enough SUV DNA to make the difference. **LxWxH** 4447x2098x1624 **Kerb weight** 1250kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	126	117	10.5-10.8	37.2	146-149
1.6 Hybrid	223	146	5.9	157-222	29
1.6 Hybrid4	298	149	5.9	166-235	36
1.5 BlueHDi 130	126	119	9.5	55.1	137-139

5008 5dr SUV £35,790–£41,150 ★★★★☆

Less MPV, more SUV, and shares its siblings' good looks. Competent to drive, too. **LxWxH** 4641x1844x1640 **Kerb weight** 1511kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	126	117	10.4-10.9	46.0	150-153
1.6 PureTech 180	178	135	8.3	39.6	168-170
1.5 BlueHDi 130	129	119	10.7	57.3	139-142
2.0 BlueHDi 180	175	131	9.1	47.3	164-166

PININFARINA

Battista 2dr coupé £2,000,000 ★★★★☆

Considering its ridiculous power, that it's such a joy to drive is a marvel in itself. **LxWxH** na **Kerb weight** 2200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1417kW 120kWh	1900	217	2.0	311	0

POLESTAR

2 5dr hatch £41,900–£47,900 ★★★★☆

High-rise saloon takes the EV off in a development direction all of its own. **LxWxH** 4607x1859x1478 **Kerb weight** 2048kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
63kWh Standard Range	221	99	7.4	273	0
78kWh Long Range	228	99	7.4	317	0
78kWh Long Range AWD	402	127	4.2	298	0

PORSCHE

718 Boxster 2dr open £50,475–£81,070 ★★★★⯪

Our idea of drop-top heaven. Exceptional to drive, whether cruising or hurrying. **LxWxH** 4379x1801x1280 **Kerb weight** 1335kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	290	170	4.9-5.1	32.5	198
2.0 T	296	170	4.7-5.3	32.5	199
2.5 S	339	177	4.4-4.6	29.1	229
4.0 GTS	396	182	4.5	25.9	247
4.0 Spyder	414	189	4.4	25.4	251

718 Cayman 2dr coupé £48,475–£114,420 ★★★★★

Scalpel-blade incisiveness, supreme balance and outstanding driver involvement. **LxWxH** 4379x1801x1295 **Kerb weight** 1335kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	290	170	4.9-5.1	32.8	197
2.0 T	296	170	4.9-5.3	35.5	198
2.5 S	339	177	4.4-4.6	29.1	228
4.0 GTS	396	182	4.5	25.9	247
4.0 GT4	414	188	4.4	25.7	251
4.0 GT4 RS	493	196	3.4	21.4	299

911 2dr coupé £89,400–£211,960 ★★★★⯪

Wider, eighth-generation 911 is still eminently fast, and capable at all speeds. **LxWxH** 4519x1852x1300 **Kerb weight** 1565kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 Carrera	380	182	4.0	27.4	233
3.0 Carrera 4	380	180	4.0	26.9	238
3.0 Carrera S	444	191	3.7	27.4	234
3.0 Carrera 4S	444	190	3.4	26.9	239
3.0 Carrera GTS	473	193	3.4	24.8-26.4	244-258
3.0 Carrera 4 GTS	473	193	3.3	24.8-26.6	240-259
3.0 Targa 4	380	179	4.4	26.9	239
3.0 Targa 4S	444	189	3.8	26.4	244
3.0 Targa 4 GTS	473	193	3.4	24.8-27.1	236-258
4.0 GT3	503	199	3.4	21.7-21.9	283-304
3.7 Turbo	572	199	2.8	23.5	271
3.7 Turbo S	641	205	2.7	23.5	271
Sport Classic	542	205	4.1	22.4	285

911 Cabriolet 2dr open £99,200–£176,870 ★★★★☆

Fewer compromises than ever, if rewarding only at full attack. **LxWxH** 4519x1852x1297 **Kerb weight** 1585kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 Carrera	380	180	4.4	27.2	236
3.0 Carrera 4	380	180	4.4	26.9	238
3.0 Carrera S	444	190	4.4	27.4	233
3.0 Carrera 4S	444	188	3.6	26.6	241
3.0 Carrera GTS	473	192	3.6	26.9	239
3.0 Carrera 4 GTS	473	191	3.5	25.0	244
3.7 Turbo	572	199	2.9	23.3	275
3.7 Turbo S	641	205	2.8	23.3	275

Panamera 4dr saloon £73,530–£143,190 ★★★★★

Revamped big saloon is an absolute belter, making it almost the perfect grand tourer. **LxWxH** 5049x1937x1423 **Kerb weight** 1815kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.9 V6	325	168	5.6	27.7	232
2.9 V6 4	325	167	5.3	27.2	235
2.9 V6 4S	434	183	4.3	27.4	234
2.9 V6 4 E-Hybrid	456	174	4.4	78.5-85.6	60
2.9 V6 4S E-Hybrid	552	185	3.7	78.5-85.6	60
4.0 V8 GTS	473	186	3.9	23.3	275
4.0 V8 Turbo S	621	196	3.1	22.1	289
4.0 V8 Turbo S E-Hybrid	690	196	3.2	97.4-104.6	62-66

Panamera Sport Turismo 5dr estate £78,710–£146,410 ★★★★⯪

The Panamera in a more practical form, and now it's a good-looking beast. **LxWxH** 5049x1937x1428 **Kerb weight** 1880kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.9 V6 4	325	163	5.3	26.4	242
2.9 V6 4S	434	180	4.3	26.4	242
2.9 V6 4 E-Hybrid	456	174	4.4	78.5-85.6	60
2.9 V6 4S E-Hybrid	552	182	3.7	78.5-85.6	60
4.0 V8 GTS	473	181	3.9	22.8	280
4.0 V8 Turbo S	621	196	3.1	21.7	295
4.0 V8 Turbo S E-Hybrid	690	196	3.2	94.2-97.4	65-69

Taycan 4dr saloon £72,905–£139,335 ★★★★⯪

First all-electric Porsche shows the rest of the world how it should be done. **LxWxH** 4963x1966x1381 **Kerb weight** 2305kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
79kWh	405	143	5.4	220-268	0
79kWh 4S	527	155	4.0	252	0
93kWh	472	143	5.4	253-301	0
93kWh 4S	563	155	4.0	287	0
93kWh GTS	590	155	3.7	273	0
93kWh Turbo	670	161	3.2	280	0
93kWh Turbo S	751	161	2.8	256	0

Taycan Sport Turismo 5dr estate £73,650–£141,259 ★★★★⯪

Less rugged than the Cross Turismo, but no less capable. **LxWxH** 4963x2144x1390 **Kerb weight** 2250kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
79kWh	405	143	5.4	222-269	0
79kWh 4S	527	155	4.0	222-274	0
93kWh	472	143	5.4	259-306	0
93kWh 4S	563	155	4.0	259-306	0
93kWh GTS	590	155	3.7	263-304	0
93kWh Turbo	670	155	3.2	263-305	0
93kWh Turbo S	751	155	2.8	267-285	0

Taycan Cross Turismo 5dr estate £83,055–£140,055 ★★★★⯪

Melds together two vehicle types, and somehow hangs together, brilliantly. **LxWxH** 4974x2144x1409 **Kerb weight** 2320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
93kWh 4	472	137	5.1	242-283	0
93kWh 4S	563	149	4.1	241-281	0
93kWh GTS	590	155	3.7	273	0
93kWh Turbo	670	155	3.3	245-281	0
93kWh Turbo S	751	155	2.9	241-260	0

Macan 5dr SUV £51,040–£68,170 ★★★★⯪

Spookily good handling makes this a sports utility vehicle in the purest sense. **LxWxH** 4696x1923x1624 **Kerb weight** 1770kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	263	144	6.4	26.4	228
2.0 T	263	144	6.4	26.4	224-239
3.0 V6 S	377	161	4.8	25.4	251
3.0 GTS	438	169	4.5	25.0	255

Cayenne 5dr SUV £64,870–£132,065 ★★★★⯪

Refreshed look, improved engines and interior, and a better SUV overall. **LxWxH** 4926x2194x1673 **Kerb weight** 2175kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6	335	152	6.2	22.6-24.6	259-283
3.0 V6 E-Hybrid	456	157	5.0	76.3-91.1	71-83
2.9 V6 S	340	152	6.2	21.9-23.9	268-292
4.0 V8 GTS	453	168	4.8	20.0-21.2	301-219
4.0 V8 Turbo	542	178	4.1	20.0-20.9	305-319
4.0 V8 S E-Hybrid	671	183	3.8	68.9-74.3	86-92

Cayenne Coupé 5dr SUV £69,520–£149,930 ★★★★☆

Little different to drive from the standard car but certainly has an appeal all of its own. **LxWxH** 4931x1983x1676 **Kerb weight** 2030kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6	335	150	6.0	22.6-24.4	263-283
3.0 V6 E-Hybrid	456	157	5.1	76.3-88.3	73-85
2.9 V6 S	428	163	5.0	21.9-23.5	271-292
4.0 V8 GTS	453	168	4.5	20.2-21.2	302-318
4.0 V8 Turbo	533	178	3.9	20..0-20.9	307-319
4.0 V8 S E-Hybrid	671	183	3.8	68.9-74.3	87-92
4.0 V8 GT	632	186	3.1	20.0	319

RADICAL

Rapture **0dr open** £110,000 ★★★½☆
Not as well mannered as some lightweights but spectacular in its track-day element. **LxWxH** 4100x1790x1130 **Kerb weight** 765kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.2 Turbo	360	165	3.1	na	na

RXC GT **2dr open** £145,000 ★★★½☆
Designed for pounding around a track; out of its element on the road. **LxWxH** 4300x1960x1127 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.5 V6 400	400	179	2.8	na	na
3.5 V6 650	650	180	2.7	na	na

RENAULT

Clio **5dr hatch** £18,795-£23,595 ★★★★☆
Plusher, smoother and much more mature. A car of substance as well as style. **LxWxH** 4047x1728x1440 **Kerb weight** 1148kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TCe 90	88	112	12.2	54.4	117
1.6 E-Tech Hybrid	138	112	9.9	65.7	96

Zoe **5dr hatch** £29,095-£31,995 ★★★½☆
A far more practical zero-emission solution. Attractive price, too. **LxWxH** 4084x1730x1562 **Kerb weight** 1470kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
50kWh R110	107	84	11.4	233	0
50kWh R135	132	87	9.5	232	0

Captur **5dr SUV** £22,195-£32,895 ★★★★☆
Jacked-up Clio is among the better downsized options. Stylish and fluent-riding. **LxWxH** 4122x1778x1566 **Kerb weight** 1184kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TCe 90	89	104	8.7	47.9	133-134
1.3 TCe 140	138	122	9.2	48.7	134-135
1.6 E-Tech Hybrid	140	106	10.6	56.5	113-114
1.6 E-Tech PHEV	156	107	10.1	217.3	30-33

Kadjar **5dr SUV** £26,295-£27,895 ★★★½☆
Fine value, practical, decent to drive and good-looking, but the Qashqai is classier. **LxWxH** 4449x1836x1607 **Kerb weight** 1306kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 TCe 140	138	124	9.8	45.6	143-147

Arkana **5dr SUV** £26,395-£32,295 ★★★½☆
Showy styling clothes an eminently sensible but unspectacular car. **LxWxH** 4568x1820x1576 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 TCe Mild Hybrid 140	138	127	9.8	48.7	132
1.6 E-Tech Hybrid 145	143	107	10.8	58.9	108

Mégane E-Tech Electric **5dr SUV** £35,995-£39,995 ★★★★☆
More fun than most EVs while also efficient, comfortable and tech-savvy. **LxWxH** 4200x1860x1505 **Kerb weight** 1708kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
EV60 160kW 60kWh	215	99	7.5	280	0

RIMAC

Nevera **2dr coupé** £2,000,000 ★★★★☆
Electric hypercar from Croatian specialist is sibling of fantastic Pininfarina Battista. **LxWxH** 4750x1986x1208 **Kerb weight** 2150kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1427kW 120kWh	1914	256	2.0	340	0

ROLLS-ROYCE

Wraith **2dr coupé** £282,220-£324,220 ★★★★½
An intimate and involving Rolls. Not as grand as some, but other traits make it great. **LxWxH** 5285x1947x1507 **Kerb weight** 2360kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.6 V12	624	155	4.6	18.5-18.6	347-348

Dawn **2dr open** £305,620-£347,620 ★★★★½
Essentially as Wraith, except with a detuned engine and in elegant convertible form. **LxWxH** 5295x1947x1502 **Kerb weight** 2560kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.6 V12	563	155	5.0	16.8-17.4	367-380

Ghost **4dr saloon** £265,420-£303,820 ★★★★☆
'Affordable' Rolls is a more driver-focused car than the Phantom. Still hugely special. **LxWxH** 5399x1948x1550 **Kerb weight** 2360kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.6 V12	563	155	4.9-5.0	18.5-18.6	347-348

Phantom **4dr saloon** £378,820-£450,820 ★★★★★
Phantom takes opulent luxury to a whole new level. **LxWxH** 5762x2018x1646 **Kerb weight** 2560kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.75 V12	563	155	5.1-5.2	18.6-18.8	341-344

Cullinan **4dr SUV** £291,820-£329,020 ★★★★☆
Big, bold new 4x4 begins the next era for the brand, with a model that convinces. **LxWxH** 5341x2164x1835 **Kerb weight** 2730kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.75 V12	563	155	5.2	17.3-18.1	355-370

SEAT

Ibiza **5dr hatch** £17,755-£21,895 ★★★★½
Reinvigorated Ibiza is more mature and takes the class honours from the Fiesta. **LxWxH** 4059x1780x1444 **Kerb weight** 1091kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 MPI 80	79	106	14.6	50.4-52.3	122-128
1.0 TSI 95	93	113	10.9	52.3	124-125
1.0 TSI 110	109	121	10.3	51.4	123-124

Leon **5dr hatch** £22,225-£33,905 ★★★★☆
A creditable effort and a notable improvement in form, with plenty of niche appeal. **LxWxH** 4282x1816x1459 **Kerb weight** 1202kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 110	108	122	10.9	51.4-52.3	123-126
1.0 eTSI	108	119	10.8	50.4-51.4	124-129
1.5 TSI Evo 130	128	129	9.4	49.6-51.4	124-128
1.5 TSI Evo 150	148	135	8.7	48.7	133
2.0 TSI Evo 190	188	144	7.4	42.2	131-154
1.4 eHybrid PHEV	201	137	7.5	235.4	26-28
2.0 TDI 150	113	124	10.2	64.2-65.7	113-115

Leon Estate **5dr estate** £23,500-£35,445 ★★★★☆
Good-looking and responsive hatchback-turned-estate. **LxWxH** 4549x1816x1454 **Kerb weight** 1236kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 100	108	124	11.2	49.6-51.4	126-129
1.0 eTSI	108	124	10.9	49.6	130
1.5 TSI Evo 130	128	130	9.7	49.6-51.4	125-128
1.5 TSI Evo 150	148	135	8.9	47.9-48.7	132-133
2.0 TSI Evo	188	145	7.6	42.2	151-152
1.4 eHybrid PHEV	201	137	7.5	235.4	26-28
2.0 TDI	113	124	10.5	64.2-65.7	114-116

Arona **5dr SUV** £20,730-£26,630 ★★★★☆
Seat's second SUV doesn't disappoint, with it taking charge of the class dynamically. **LxWxH** 4138x1780x1543 **Kerb weight** 1165kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 95	93	107	11.2	51.4	124
1.0 TSI 115	113	113	9.8-10.0	47.9-53.3	121-134
1.5 TSI Evo 150	148	127	8.3	44.8-45.6	140-143

Ateca **5dr SUV** £26,085-£37,835 ★★★★½
Seat's first SUV is very good. So good, in fact, it's a Qashqai beater. **LxWxH** 4363x1841x1601 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 110	108	112	11.4	44.1-46.3	139-146
1.5 TSI Evo 150	148	124	8.5	42.2-43.5	149-152
2.0 TSI 190	188	133	7.0	34.9-35.3	181-183
2.0 TDI 116	114	115	10.9	54.3-55.4	135-137
2.0 TDI 150	148	126	9.3	55.4-58.9	141-166
2.0 TDI 150 4Drive	148	122	8.7	47.1-48.7	141-166

Tarraco **5dr SUV** £31,890-£44,185 ★★★★☆
Seat's largest SUV brings a hint of youthful exuberance to a practical category. **LxWxH** 4735x1839x1674 **Kerb weight** 1845kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI Evo 150	148	124	9.9	38.7-41.5	155-166
2.0 TSI 4Drive 190	188	130	8.0	31.0-31.7	201-207
2.0 TSI 245	242	142	6.2	32.1-32.8	195-200
2.0 TDI 150	148	124	10.2	49.6-52.3	144-150
2.0 TDI 200 4Drive	197	130	7.8	41.5-42.8	172-178

SKODA

Fabia **5dr hatch** £17,800-£20,935 ★★★★☆
Strong ergonomics and fine road manners – if you buy one of the more powerful models. **LxWxH** 4108x1780x1459 **Kerb weight** 1119kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 MPI 65	63	106	15.9	55.4-58.9	114
1.0 MPI 80	78	111	15.5	55.4	116
1.0 TSI	93	121	10.6	55.4	115-116
1.0 TSI 110	109	127	9.7	57.6	113-127

Scala **5dr hatch** £18,715-£26,040 ★★★★☆
Undercuts rivals on price and ushers in a sharp new design language for Skoda. **LxWxH** 4362x1793x1471 **Kerb weight** 1381kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 95	94	118	11.0	53.3	119-120
1.0 TSI 110	108	123	10.1	51.4-53.3	120-124
1.5 TSI 150	148	137	8.2	50.4-51.4	125-128

Octavia **5dr hatch** £23,335-£38,625 ★★★★☆
Does comfort and practicality like no other. Good, frugal engines too. **LxWxH** 4689x1829x1470 **Kerb weight** 1225kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 110	113	129	10.5-10.8	54.3-56.5	115-117
1.5 TSI 150	148	143	8.5	52.3-53.3	121-123
1.4 TSI iV PHEV	201	136	7.7	235.4	21
1.4 TSI iV vRS PHEV	242	139	7.3	233.5	27
2.0 TSI vRS	242	155	6.8	40.9	157
2.0 TDI 116	114	131	10.3	68.9	109
2.0 TDI 150	148	143	8.7	64.2-67.3	109-115
2.0 TDI 200 vRS	197	154	7.4	56.5	130
2.0 TDI 200 vRS 4x4	197	150	6.8	51.4	145

Octavia Estate **5dr estate** £24,315-£39,855 ★★★★☆
Class-leading amount of space and practicality. Comfortable, too. **LxWxH** 4667x1814x1465 **Kerb weight** 1247kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 110	113	125	10.6-10.9	53.3-54.3	118-119
1.5 TSI 150	148	139	8.4	50.4-52.3	123-126
1.4 TSI iV PHEV	201	136	7.8	256.8	30
1.4 TSI iV vRS PHEV	242	139	7.3	217.3	27
2.0 TSI vRS	242	155	6.8	40.4	159
2.0 TDI 116	114	128	10.4	67.3	111
2.0 TDI 150	148	139	8.8	62.8-65.7	112-118
2.0 TDI 200 vRS	197	152	7.4	55.4	132
2.0 TDI 200 vRS 4x4	197	147	6.8	50.4	147

Superb **5dr hatch** £28,305-£32,925 ★★★★☆
Another great Czech value option that's big on quality and space if not on price. **LxWxH** 4869x1864x1469 **Kerb weight** 1340kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI 150	148	137	9.0-9.2	40.4-44.8	142-157
2.0 TSI 190	188	148	7.7	38.2-39.2	162-168
2.0 TSI 280 4x4	276	155	5.5	32.2-34.0	188-193
1.4 iV PHEV	215	138	7.7	148.7-188.3	33-42
2.0 TDI 150	148	138	9.1	54.3-58.9	125-136
2.0 TDI 200	197	151	7.9	51.4-53.3	140-145
2.0 TDI 200 4x4	197	148	7.2	47.9	154

Superb Estate **5dr estate** £29,585-£42,630 ★★★★☆
Even more commendable than above, primarily thanks to its enormous boot. **LxWxH** 4856x1864x1477 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI 150	148	132	9.2	40.9-45.6	141-157
2.0 TSI 190	188	143	7.7	39.8-40.9	162-168
2.0 TSI 280 4x4	276	155	5.3	33.2-34.0	188-194
1.4 iV PHEV	215	140	7.8	148.7-188.3	33-42
2.0 TDI 150	148	133	9.2	53.3-57.7	129-140
2.0 TDI 200	197	145	7.9	49.6-51.4	140-144
2.0 TDI 200 4x4	197	142	7.3	47.9	157

Kamiq **5dr SUV** £21,805-£27,315 ★★★½☆
Skoda's supermini platform has birthed a practical but predictable compact crossover. **LxWxH** 4241x1793x1553 **Kerb weight** 1251kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 95	93	112	11.1	49.6	129
1.0 TSI 115	112	120	9.9	47.1-49.6	130-136
1.5 TSI 150	148	132	8.3	46.3-47.9	133-139

Karoq **5dr SUV** £26,255-£37,295 ★★★★☆
Yeti replacement may not have its forebear's quirkiness, but it's brilliant otherwise. **LxWxH** 4382x1841x1603 **Kerb weight** 1265kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 110	108	117	11.1	44.8-47.9	133-143
1.5 TSI 150	148	126	8.1-8.3	42.8-44.8	143-149
20 TSI 190 4x4	188	132	7.3	33.2	191
2.0 TDI 116	114	118	10.6	58.9	126
2.0 TDI 150	148	127	9.0	50.4-52.3	142-148
2.0 TDI 150 4x4	148	121	8.8	42.8	172-174

Enyaq iV **5dr SUV** £36,605-£47,875 ★★★★☆
Practical, rangy and well priced. Hits a sweet spot in the EV market. **LxWxH** 4649x1879x1621 **Kerb weight** 1917kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
62kWh 60	177	99	8.7	256	0
82kWh 80	201	99	8.5	331	0
82kWh 80x Sportline	263	99	6.9	303	0

Enyaq Coupé iV **5dr SUV** £52,305 ★★★½☆
More style-led EV is the first to wear Skoda's performance badge. **LxWxH** 4653x1882x1660 **Kerb weight** 2204kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
82kWh vRS	299	111	6.5	312	0

Kodiaq **5dr SUV** £33,100-£46,225 ★★★★☆
Skoda's first seven-seat SUV is a viable alternative to a traditional MPV. **LxWxH** 4697x1882x1676 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI 150	148	123	9.3	37.2-39.2	164-172
2.0 TSI 190 4x4	188	na	na	32.1-32.5	196-200
2.0 vRS	242	144	6.6	32.5	198
2.0 TDI 150	148	123	9.8	46.3-47.9	154-161
2.0 TDI 150 4x4	148	120	9.6	44.8-47.9	155-165
2.0 TDI 200 4x4	197	131	7.8	41.5-42.5	175-178

SMART

EQ Fortwo **3dr hatch/open** £22,225-£27,995 ★★½☆☆
Pricey, EV-only two-seater has urban appeal but is short on performance. **LxWxH** 2695x1663x1555 **Kerb weight** 1085kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
17kWh	79	81	11.6-11.9	81-84	0

EQ Forfour **5dr hatch** £22,295-£23,445 ★★½☆☆
Four doors bring more mainstream practicality, but still hobbled by low range. **LxWxH** 3495x1665x1554 **Kerb weight** 1200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
17kWh	79	81	12.7	84	0

SSANGYONG

Tivoli **5dr SUV** £15,125-£22,645 ★★★½☆
Trails the Duster as the best-value small crossover – but not by much. **LxWxH** 4195x1795x1590 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2P 128	126	112	10.6	47.9	158
1.5P 163	160	112	na	42.8	161-164
1.6D 136	130	108	na	50.4	145

Korando **5dr SUV** £21,095-£33,445 ★★★☆☆
Competitive towing capabilities and generous kit, but still lacks dynamics. **LxWxH** 4450x1870x1629 **Kerb weight** 1610kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 GDi-Turbo	160	119	12.0	37.2	172
1.6 D 2WD	133	112	12.0	45.2	159-164
1.6 D 4WD	133	112	12.0	41.5	178
e-Motion 140kW 61.5kWh	187	97	9.0	294	0

Musso **5dr SUV** £28,128-£37,728 ★★★☆☆
Practical pick-up has a refined engine and direct steering, but ride needs refinement. **LxWxH** 5095x1950x1840 **Kerb weight** 2155kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.2d 181	178	115-121	12.2	28.2-31.8	231-261

Rexton **5dr SUV** £38,070-£40,780 ★★★½☆
A vast improvement. Better on the road but without ditching its agricultural roots. **LxWxH** 4850x1960x1825 **Kerb weight** 2102kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.2d 181	178	115	11.3-11.9	32.9	205-227

SUBARU

Outback **5dr estate** £34,070-£39,499 ★★½☆☆
Acceptable in isolation, but no class leader. **LxWxH** 4815x1840x1605 **Kerb weight** 1612kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5i	172	130	10.2	33.0	193

Forester **5dr SUV** £36,410-£39,410 ★★★☆☆
Solid, spacious and wilfully unsexy. A capable 4x4 nonetheless. **LxWxH** 4610x1795x1735 **Kerb weight** 1488kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0i e-Boxer	148	117	11.8	34.7	185

XV **5dr SUV** £28,410-£33,730 ★★★☆☆
No-nonsense crossover doesn't quite make enough sense. **LxWxH** 4450x1780x1615 **Kerb weight** 1355kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6i	112	109	13.9	na	180
2.0i	154	120	10.4	35.7	180
2.0i e-Boxer	148	120	10.4	35.7	180

Solterra **5dr SUV** £49,995-£52,995 ★★★★☆
The classic Subaru traits are all carried over into the firm's first EV. **LxWxH** 4690x1860x1650 **Kerb weight** 2015kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
150kW 71.4kWh	215	99	6.9	289	0

SUZUKI

Ignis **5dr hatch** £14,749-£18,249 ★★★★☆
Cute and rugged-looking 4x4 city car capable of tackling roads bereft of asphalt. **LxWxH** 3700x1660x1595 **Kerb weight** 855kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 Dualjet 12V	83	103	12.7	52.3	110-112
1.2 Dualjet 12V Allgrip	83	103	12.8	48.6	121

Swift **5dr hatch** £15,499-£22,570 ★★★½☆
Given mature looks, more equipment and a hybrid powertrain, but it's no class leader. **LxWxH** 3840x1735x1495 **Kerb weight** 890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 Dualjet 83 12V	82	112	13.1	59.7	106
1.2 Dualjet 83 12V Allgrip	82	106	13.8	52.3	121
1.4 Boosterjet 48V Sport	129	130	9.1	50.4	125

Swace **5dr estate** £27,499-£29,299 ★★★½☆
Rebadged Toyota Corolla Touring Sports serves as a useful addition to Suzuki's line-up. **LxWxH** 4655x1790x1460 **Kerb weight** 1420kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 Hybrid	120	112	11.1	64.2	99

Vitara **5dr SUV** £23,749-£29,299 ★★★½☆
Utterly worthy addition to the class drives better than most. **LxWxH** 4175x1775x1610 **Kerb weight** 1075kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.4 Boosterjet 48V	127	118	9.5	52.7	128
1.4 Boosterjet 48V Allgrip	127	118	10.2	45.2	140

SX4 S-Cross **5dr SUV** £24,999-£29,799 ★★★☆☆
Latest round of updates help keep it a decent budget offering. **LxWxH** 4300x1785x1593 **Kerb weight** 1305kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.4 Boosterjet 48V	127	121	10.2	53.2	120
1.4 Boosterjet 48V Allgrip	127	118	10.2	46.3	139

Across **5dr SUV** £46,629 ★★★½☆
Rebadged Toyota PHEV plunges Suzuki convincingly into several new segments. **LxWxH** 4635x1855x1690 **Kerb weight** 1915kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 PHEV	182	112	6.0	282.4	22

TESLA

Model S **5dr hatch** £91,980-£118,980 ★★★★½
Large range makes it not only a standout EV but also the future of luxury motoring. **LxWxH** 4978x1963x1445 **Kerb weight** 2108kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
AWD	670	155	3.1	405	0
Plaid	1020	200	2.0	396	0

Model 3 **4dr saloon** £42,990-£59,990 ★★★★☆
Lowest-price, biggest-volume Tesla yet arrives in the UK after wooing the US. **LxWxH** 4694x1849x1443 **Kerb weight** 1726kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
RWD	320	140	5.3	267	0
Long Range	434	145	4.2	360	0
Performance	522	162	3.1	352	0

Model Y **5dr SUV** £54,990-£64,990 ★★★★☆
A compelling proposition, with respectable dynamics and a long range. **LxWxH** 4751x2129x1624 **Kerb weight** 2072kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
Long Range	434	133	5.0	315	0
Performance	563	155	3.5	303	0

Model X **5dr SUV** £98,980-£110,980 ★★★★½
A genuine luxury seven-seat electric SUV that also has a large range. **LxWxH** 5036x2070x1684 **Kerb weight** 2459kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
AWD	670	155	3.8	348	0
Plaid	1020	163	2.5	340	0

TOYOTA

Aygo X **3dr hatch** £15,095-£19,650 ★★★½☆
City car returns from SUV boot camp ready for the ultimate series of speed bumps. **LxWxH** 3700x1740x1525 **Kerb weight** 1360kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 VVT-i	71	98	14.9	57.6	110

Yaris **5dr hatch** £21,080-£24,040 ★★★½☆
Stylish interior but ultimately a scaled-down version of bigger Toyotas. **LxWxH** 3495x1695x1510 **Kerb weight** 1310kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 VVT-i Hybrid	114	109	9.7	65.7-68.9	92-98

GR Yaris **5dr hatch** £31,070-£34,670 ★★★★★
Focused, exhilarating all-wheel-drive hot hatch is the most exciting Toyota in ages. **LxWxH** 3995x1805x1455 **Kerb weight** 975kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 AWD	253	143	5.5	na	186

Corolla **5dr hatch** £26,365-£32,115 ★★★★☆
Rebranded hatch has rolling refinement, interior ambience and affable handling. **LxWxH** 4370x1790x1435 **Kerb weight** 1340kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 VVT-i Hybrid	122	111	10.9	57.6-62.8	102-112
2.0 VVT-i Hybrid	180	111	7.9	53.3-57.6	111-120

Corolla Touring Sports **5dr estate** £27,635-£34,025 ★★★★☆
More practical estate bodystyle proves just as capable with hybrid power. **LxWxH** 4650x1790x1435 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 VVT-i Hybrid	122	111	11.1	56.5-62.8	103-113
2.0 VVT-i Hybrid	180	111	8.1	53.3-56.5	112-121

Prius **5dr hatch** £24,890-£35,400 ★★★★☆
Better all round compared with its predecessors. Challenging looks, though. **LxWxH** 4540x1760x1470 **Kerb weight** 1375kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 VVT-i Hybrid	120	112	10.6	58.9-67.3	94-109

Prius Plug-in Hybrid **5dr hatch** £32,645-£34,745 ★★★★☆
Plug-in version is clever and appealing. Seems more comfortable in its skin. **LxWxH** 4645x1760x1470 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 VVT-i Hybrid	120	101	11.1	188.3-217.3	29-35

Yaris Cross **5dr SUV** £24,065-£30,375 ★★★½☆
A credible compact SUV, buoyed by good driving dynamics and efficiency. **LxWxH** 4180x1765x1595 **Kerb weight** 1175kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Hybrid	114	106	11.2	56.5-64.2	100-112
1.5 Hybrid AWD	114	106	na	55.4	115

C-HR **5dr SUV** £28,470-£34,600 ★★★★☆
Coupé-shaped crossover certainly turns heads and impresses on the road. **LxWxH** 4360x1795x1565 **Kerb weight** 1320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 Hybrid	119	105	11.0	57.7-58.9	109-110
2.0 Hybrid	181	112	8.2	53.3-54.3	119

RAV4 **5dr SUV** £33,930-£47,530 ★★★☆☆
A solid option but ultimately outgunned by Korean competition. **LxWxH** 4605x1845x1675 **Kerb weight** 1605kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 Hybrid	194	112	8.4	50.4-51.3	126-131
2.5 Hybrid AWD	194	112	8.1	47.9-48.7	131-134
2.5 PHEV	302	112	6.0	na	na

Land Cruiser 3dr **3dr SUV** £46,235 ★★★½☆
A proper countryside workhorse that will never let you down. **LxWxH** 4335x1885x1875 **Kerb weight** 2010kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.8 D-4D	201	109	12.7	27.7-30.1	239-267

Land Cruiser 5dr **5dr SUV** £47,580-£63,580 ★★★½☆
Likeably simple, functional and worth considering if you need a dual-purpose SUV. **LxWxH** 4840x1885x1845 **Kerb weight** 2135kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.8 D-4D	201	109	12.7	27.7-30.4	245-267

Highlander **5dr SUV** £51,670-£53,650 ★★★½☆
Seven-seater bucks the trend of large hybrid SUVs being of the plug-in variety. **LxWxH** 4966x1930x1755 **Kerb weight** 2050kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 Hybrid	244	112	8.3	39.8	159-160

Mirai **4dr saloon** £49,995-£64,995 ★★★★☆
A courageous endeavour, and one with the trappings of future acceptability. **LxWxH** 4975x1885x1470 **Kerb weight** 1905kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
Hydrogen FCV	174	109	9.0	69.4mpkg	0

GR Supra **2dr coupé** £46,505-£54,395 ★★★★☆
Brings welcome muscle, fun and variety to the affordable sports car class. **LxWxH** 4379x1292x1854 **Kerb weight** 1541kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0i	250	155	5.2	38.7	167
3.0i	335	155	4.3	34.5	188

VAUXHALL

Corsa **5dr hatch** £17,340-£31,160 ★★★½☆
Improved in many ways but lacks the appeal to match its price. EV is more likeable. **LxWxH** 4060x1765x1433 **Kerb weight** 1141kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 75	72	108	13.2	53.3	125
1.2 100	97	121	9.9	48.7-52.3	126-134
50kWh Electric	132	93	8.1	209	0
1.5 Turbo D 102	98	117	10.2	70.0	109-110

Astra **5dr hatch** £24,315-£35,325 ★★★½☆
Eye-catching, refined and polished to drive, but less practical than its predecessors. **LxWxH** 4373x1860x1441 **Kerb weight** 1341kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 Turbo 110	108	124	10.2	54.3	119
1.2 Turbo 130	128	134	9.9	54.3	119
1.6 Hybrid	178	140	9.3	201-256	24-26
1.5 Turbo D 130	128	130	10.6	64.2	115

Astra Sports Tourer **5dr estate** £25,515-£29,410
More spacious Astra wagon is as attractive as the hatchback. We have yet to drive it. **LxWxH** 4642x1860x1480 **Kerb weight** 1346kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 Turbo 110	108	124	10.8	52.3-53.3	125-127
1.2 Turbo 130	128	130	9.9	49.6-51.4	127-133
1.6 Hybrid	178	140	9.3	201-256	24-31
1.5 Turbo D	128	130	10.8	62.8-64.2	115-119

Crossland **5dr SUV** £19,105-£26,165 ★★★½☆
Still only a mid-pack player in a busy crossover market, but simple and easy to operate. **LxWxH** 4212x1765x1605 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2i 83	81	105	14.0	47.1	142
1.2i Turbo 110	108	117	10.6	47.1	140
1.2i Turbo 130	128	128	9.1	44.1-48.0	136-146
1.5 Turbo D 110	107	111	9.9	61.4	120

Mokka **5dr SUV** £22,265-£31,995 ★★★½☆
Radically overhauled crossover now comes with the option of battery-electric power. **LxWxH** 4151x1791x1531 **Kerb weight** 1750kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 100	99	115	10.6	51.4	124
1.2 130	128	125	9.1	47.1-50.4	126-137
50kWh Electric	134	93	8.7	201	0
1.5 Turbo D 110	108	118	10.8	64.2-65.7	114

NEW CAR PRICES

WHAT'S COMING WHEN

Dacia Jogger Hybrid

On sale April, price £22,595

Dacia has electrified its well-received new seven-seater, creating one of the cheapest hybrids on the British market. The Jogger Hybrid uses a 1.6-litre four-cylinder petrol engine and two electric motors for a total of 140bhp, along with 56.5mpg economy and 112g/km of CO_2 emissions. Dacia has claimed the small, 1.2kWh battery enables electric-only driving during 80% of urban journeys, thus cutting fuel consumption by 40% compared with the regular 1.0-litre triple turbo petrol, which starts at £17,145.

FEBRUARY

BMW Z4 update, **Ferrari** SP3 Daytona, **Ineos** Grenadier, **Jaguar** F-Type 75, **Kia** Soul EV Urban, **Mazda** CX-60 diesel, **Mercedes-AMG** C63, S63, **Mercedes-Benz** A-Class update, B-Class update, EQE SUV, **Morgan** Plus Four update, Plus Six update, **Peugeot** 408, **Polestar** 2 BST Edition 270

MARCH

Alfa Romeo Tonale PHEV, **Audi** Q8 E-tron, Q8 E-tron Sportback, SQ8 E-tron, SQ8 E-tron Sportback, **BYD** Atto 3, **Citroën** ë-C4 X, **DS** 3, 3 E-Tense, **Hyundai** Ioniq 6, **Lexus** RX, **Mazda** CX-5 MHEV, **Mercedes-Benz** EQS SUV, **Peugeot** e-208 update

APRIL

Alfa Romeo Giulia update, Stelvio update, **Audi** R8 GT RWD, TT RS Iconic Edition, **BMW** XM, **Dacia** Jogger Hybrid, **Honda** CR-V, **Lexus** RZ, **Mercedes-Benz** CLA update, **Peugeot** 3008 PHEV update, **Porsche** 911 Dakar, Cayenne update, Cayenne Coupé update, **Skoda** Enyaq iV vRS, **Toyota** Corolla update, Corolla Touring Sports update

MAY

Aiways U5, **Alpine** A110 R, **BMW** 7 Series PHEV, M2 Coupé, X5, X6, **Honda** e:Ny1, **Maserati** MC20 Cielo, **Mercedes-Benz** EQT, **Noble** M500, **Peugeot** 508 update, **Vauxhall** Mokka Electric update

JUNE

Abarth 500e, **Aston Martin** DB11 update, **BMW** M3 CS, **Honda** ZR-V, **Lamborghini** Aventador successor, **Lexus** UX 300e update, **Lotus** Eletre, **Ora** Funky Cat GT, **Peugeot** e-308, e-308 SW, **Praga** Bohema, **Vauxhall** Astra Electric, Astra GSe, Astra Sports Tourer Electric, Grandland GSe

JULY

Chevrolet Corvette Z06, **Lamborghini** Huracán Sterrato, **Maserati** Granturismo, **Munro** Mk1, **Peugeot** 5008 Hybrid, **Volkswagen** ID 3 update

AUGUST

Ferrari Purosangue, **Jeep** Grand Cherokee, **Lucid** Air, **Pagani** Utopia, **Smart** #1, #1 Brabus

SEPTEMBER

Ford Mustang, Mustang Convertible, **Jeep** Avenger, **Mercedes-Benz** E-Class, **Vauxhall** Corsa update, Corsa Electric update

OCTOBER

Ford Puma ST Hybrid, **Hyundai** Ioniq 5 N, **Maserati** Granturismo Folgore, **MG** 4 EV AWD, **Nio** ET5, **Porsche** Panamera, **Rolls-Royce** Spectre, **Volkswagen** ID Aero, Touareg, **Volvo** EX30

NOVEMBER

Aston Martin DBS 770 Ultimate, **Bentley** Mulliner Batur, **BMW** 5 Series update, **Czinger** 21C, **Ford** E-Tourneo Custom, E-Transit Custom, **Kia** EV9, **Koenigsegg** CC850, **Maserati** Grecale Folgore, **Mazda** MX-30 REx, **Ora** Next Cat, **Polestar** 3, **Renault** Clio update, **Ssangyong** Torres, **Subaru** Crosstrek, **Toyota** bZ Compact, C-HR, **Volkswagen** ID Buzz GTX, ID Buzz LWB, **Volvo** C40 Recharge update, XC40 Recharge update

DECEMBER

Citroën C3, **Ferrari** SF90 VS, **Fiat** supermini, **Ford** electric crossover, **Maserati** Grancabrio, **Mercedes-AMG** GT, **Mini** 3dr, 5dr, **Polestar** 4, **Renault** Scenic, **Skoda** Superb, **Suzuki** Swift, **Volkswagen** Passat Estate, T-Cross update, Tiguan

Astra: just second EV estate on market

Grandland 5dr SUV £26,720–£38,125 ★★★☆☆

Does well to disguise its 3008 roots but too bland to stand out in a congested segment. **LxWxH** 4477x2098x1609 **Kerb weight** 1350kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Turbo 130	128	117	10.9-11.1	45.6	141-147
1.6 Hybrid	223	140	8.6	192.0-210.0	34
1.5 Turbo D 130	128	119	10.2	54.3	136

Combo Electric Life 5dr MPV £31,110–£31,710 ★★★⯪☆

Van-based people carrier is usable, spacious and practical, and now electric-only. **LxWxH** 4403x1841x1921 **Kerb weight** 1474kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50kWh	132	84	11.7	174	0

VOLKSWAGEN

Up 3dr/5dr hatch £13,940–£24,085 ★★★★☆

It's no revolution, but VW's hallmarks are in abundance. **LxWxH** 3600x1428x1504 **Kerb weight** 926kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 65	64	100	15.6	54.3	119
1.0 115 GTI	113	119	8.8	51.4	125-126
e-Up	81	80	12.4	159	0

Polo 5dr hatch £18,855–£27,805 ★★★★☆

A thorough going-over makes it more mature, but the Polo is still a bit boring. **LxWxH** 4053x1946x1461 **Kerb weight** 1105kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 80	78	106	15.4	51.4	125
1.0 TSI 95	93	116	10.8	48.7-53.3	120-127
1.0 TSI 110	108	121	9.9	53.3-54.3	118-119
2.0 TSI GTI	204	149	6.5	39.8-41.5	155

Golf 5dr hatch £25,340–£42,190 ★★★★⯪

New strengths and familiar ones carry it back to the class lead, but only marginally. **LxWxH** 4284x1789x1492 **Kerb weight** 1231kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	126	10.2	53.3	121
1.5 TSI Evo 130	128	130	9.1	51.4-53.3	121-124
1.5 TSI Evo 150	148	139	8.9	50.4-51.4	124-128
1.4 TSI eHybrid	201	137	7.4	235.4	21-26
1.4 TSI GTE	242	140	6.7	235.4	27-28
2.0 TSI GTI	242	155	6.4	38.2	169
2.0 TSI 300 GTI	296	155	5.6	38.2	167
2.0 TSI 320 R 4Motion	296	155	4.7	36.2	177
2.0 TDI 115	113	126	10.2	67.3-68.9	107-110
2.0 TDI 150	148	139	8.8	64.2	116-117
2.0 TDI 200 GTD	197	152	7.1	54.3	137

Golf Estate 5dr estate £26,690–£44,535 ★★★★☆

Wagon puts on a growth spurt and adopts the eighth-generation hatchback's tech. **LxWxH** 4633x1789x1497 **Kerb weight** 1295kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	126	10.5	51.4	124
1.5 TSI 130	128	133	9.4	52.4	123
1.5 TSI 150	148	139	8.7	49.6	128
2.0 TSI R 4Motion	316	155	4.9	35.8	178
2.0 TDI 115	113	126	10.5	64.2	114
2.0 TDI 150	148	139	9.1	61.4	121
2.0 TDI 4Motion Alltrack	198	142	7.1	50.4	147

ID 3 5dr hatch £33,835–£40,550 ★★★★☆

A very mature electric car whose substance of engineering is central to its appeal. **LxWxH** 4261x1809x1568 **Kerb weight** 1730kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
107kW 58kWh	143	99	9.6	263	0
150kW 58kWh	201	99	7.3	261	0
150kW 77kWh	201	99	7.9	336	0

Passat 4dr saloon £28,205–£40,820 ★★★★☆

Lands blows on rivals with its smart looks, civilised refinement, quality and usability. **LxWxH** 4767x2083x1476 **Kerb weight** 1367kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	137	8.7	46.3-47.9	139-146
1.4 TSI GTE PHEV	215	138	7.4	217.3	30
2.0 TDI 122	120	127	11.3	58.91	125
2.0 TDI 150	148	139	8.9	58.9-60.1	124-127
2.0 TDI 200	197	147	7.4	53.3	138

Passat Estate 5dr estate £32,215–£43,770 ★★★★☆

All the Passat's redeeming features in spacious, practical estate form. **LxWxH** 4767x2083x1516 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	133	8.9	44.8-45.6	144-151
1.4 TSI GTE PHEV	215	138	7.6	201.8	33
2.0 TDI 122	120	123	11.5	57.6	129
2.0 TDI 150	148	130-132	9.1	56.5-57.6	128-132
2.0 TDI 200	197	145	7.6	52.3	143

Arteon 4dr saloon £38,255–£55,210 ★★★⯪☆

VW's flagship saloon is well made and luxurious but rather bland to drive. **LxWxH** 4862x1871x1450 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	137	8.9	42.8-44.8	144-151
2.0 TSI 190	187	149	7.9	36.2-38.2	168-178
1.4 TSI eHybrid	218	138	7.8	217.3	30-31
2.0 TSI R 4Motion	316	155	4.9	31.0	207
2.0 TDI 150	148	137	9.5	55.4-58.9	126-134
2.0 TDI 200	197	147	7.9	51.4-54.3	137-145
2.0 TDI 200 4Motion	197	145	7.4	46.3	159

Arteon Shooting Brake 5dr estate £39,485–£56,085 ★★★⯪☆

Hybrid option and estate bodystyle's extra versatility enhance the Arteon's appeal. **LxWxH** 4866x1871x1450 **Kerb weight** 1529kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	135	8.9	42.2-43.5	145-153
2.0 TSI 190	187	145	7.9	35.8-37.2	171-179
1.4 TSI eHybrid	218	138	7.8	217.3	31-32
2.0 TSI R 4Motion	316	155	4.9	31.0	207
2.0 TDI 150	148	135	9.4	54.3-57.6	128-136
2.0 TDI 200	197	145	7.9	50.4-53.3	139-147
2.0 TDI 200 4Motion	197	143	7.4	46.3	161

Touran 5dr MPV £32,735–£35,730 ★★★★☆

Dull overall, but it's a capable MPV, well made and hugely refined. **LxWxH** 4527x1829x1659 **Kerb weight** 1436kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	118	11.4	39.8-40.9	154-162

T-Cross 5dr SUV £22,130–£30,150 ★★★★⯪

Compact crossover delivers a classy, substantial feel on UK roads. **LxWxH** 4108x1760x1584 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 95	93	112	11.5	47.9	132-133
1.0 TSI 110	108	117	9.9-10.4	42.8-48.7	132-149
1.5 TSI Evo 150	147	124	8.5	46.3-47.1	136-138

Taigo 5dr SUV £23,155–£30,555 ★★★⯪☆

Crossover-coupé-SUV-type thing fills a niche. Likeable enough. **LxWxH** 4266x1757x1518 **Kerb weight** 1407kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 95	95	114	11.1	51.4	124
1.0 TSI 110	110	119	10.4	51.4-52.3	124-125
1.5 TSI 150	150	132	8.3	47.9	138

T-Roc 5dr SUV/open £25,810–£41,750 ★★★★☆

VW's junior SUV is beguiling and sophisticated. It drives rather well, too. **LxWxH** 4234x1992x1573 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	115	10.8	43.5-46.3	133-146
1.5 TSI Evo 150	148	127	8.3-9.6	40.9-47.9	144-158
2.0 TSI 4Motion	188	135	7.2	36.2	177-178
2.0 TSI R 300 4Motion	298	155	4.9	31.7	201
2.0 TDI 115	113	116	10.4	56.5-60.1	137-146
2.0 TDI 150	148	124	8.8-10.8	50.4-53.3	140-146

Tiguan 5dr SUV £29,550–£48,540 ★★★★☆

An improvement on the previous model and will continue to sell by the bucketload. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 130	128	119	10.2	44.1-44.8	143-146
1.5 TSI Evo 150	148	126	9.2-9.3	38.2-42.2	143-168
1.4 eHybrid	242	127	7.5	148-176	36-44
2.0 TSI 4Motion	188	133	7.4	33.2-34.0	187-192
2.0 TSI R	316	155	4.9	28.5	225
2.0 TDI 150	148	125-127	9.3	47.1-50.4	146-157
2.0 TDI 150 4Motion	148	124-125	9.3	43.5-45.6	163-171
2.0 TDI 200 4Motion	197	134	7.5	42.8	172-177

Tiguan Allspace 5dr SUV £33,785–£45,520 ★★★★☆

Has all the Tiguan's sensibility and refinement, now with the bonus of seven seats. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	123	9.5-10.0	37.2-39.2	164-176
2.0 TSI 4Motion	188	132	7.7	32.5	193
2.0 TDI 150	148	126	9.7	44.8-47.1	164-165
2.0 TDI 150 4Motion	148	123-124	9.8	41.5	177-179
2.0 TDI 200 4Motion	197	132	na	40.4-41.5	176-184

ID 4 5dr SUV £36,550–£57,270 ★★★★☆

Impressively refined and versatile SUV marks VW out as a maker of fine electric cars. **LxWxH** 4584x1852x1640 **Kerb weight** 1890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
109kW 52kWh	148	99	10.9	213	0
125kW 52kWh	170	99	9.0	213	0
150kW 77kWh	204	99	8.5	317	0
220kW GTX	299	112	6.2	301	0

Touareg 5dr SUV £59,690–£71,170 ★★★★☆

Hints of ritziness and sportiness don't impinge on this functional luxury SUV's appeal. **LxWxH** 4878x2193x1717 **Kerb weight** 1995kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 TSI 340	335	155	5.9	25.2-25.7	249-252
3.0 V6 R 4Motion PHEV	462	155	5.1	97.4	66-68
3.0 V6 TDI 231	228	135	7.5	33.6-34.4	214-219
3.0 V6 TDI 286	282	148	6.1	33.6-34.9	213-219

VOLVO

S60 4dr saloon £44,580–£56,480 ★★★★☆

Fresh-faced saloon now sits comfortably among the ranks of its German peers. **LxWxH** 4761x1916x1437 **Kerb weight** 1616kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P	246	112	6.7	41.5	153
2.0 T8 Recharge PHEV	384	112	4.6	122.8-176.5	42

V60 5dr estate £41,325–£55,630 ★★★★⯪

Spacious and comfortable, with a characterful, Scandi-cool design. **LxWxH** 4761x1916x1427 **Kerb weight** 1729kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B3	161	112	9.1	40.9	155
2.0 B4	197	112	8.0	41.5	152
2.0 B5	246	112	6.8-6.9	37.7-40.4	157-170
2.0 B6	297	112	6.0	36.2	175
2.0 T6 Recharge PHEV	335	112	4.6	362.6	18
2.0 B4D	197	112	7.6	47.0-50.4	146-156

V60 Cross Country 5dr estate £46,105–£50,595 ★★★★☆

Brings extra ride height, all-wheel drive and off-road body cladding. **LxWxH** 4784x1916x1499 **Kerb weight** 1792kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P	248	112	6.9	35.8	180
2.0 B4D	197	112	8.2	47.9	155

S90 4dr saloon £63,075–£67,825 ★★★★☆

Volvo's mid-sized exec majors on comfort, style and cruising ability. **LxWxH** 4963x2019x1443 **Kerb weight** 1665kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 T8 Recharge PHEV	384	112	5.1	na	na

V90 5dr estate £44,725–£68,525 ★★★★☆

Luxury estate takes on the 5 Series and the E-Class. Comfy and a good cruiser. **LxWxH** 4936x2019x1475 **Kerb weight** 1679kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B4P	197	112	7.9	40.9	158
2.0 B5P	246	112	6.9	36.6-40.4	159-175
2.0 B6P	297	112	6.2	34.4-36.2	178-184
2.0 T6 Recharge PHEV	335	112	5.9	na	na
2.0 B4D	197	112	8.8	44.8-49.5	149-164

V90 Cross Country 5dr estate £53,590–£59,860 ★★★★☆

Volvo's large comfy estate given a jacked-up, rugged makeover. **LxWxH** 4936x2019x1543 **Kerb weight** 1826kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P AWD	250	140	7.4	32.5	196
2.0 B6P AWD	310	140	6.3	32.5	196
2.0 B5D AWD	228	140	7.5	40.9	181

XC40 5dr SUV £26,515–£51,600 ★★★★☆

Volvo's take on the crossover aims to rival BMW, Mercedes and Audi. **LxWxH** 4425x1910x1658 **Kerb weight** 1626kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T2	126	112	10.9	40.4	158
1.5 T3	160	112	9.3-9.6	38.7-40.4	158-166
1.5 T4 Recharge	208	112	8.5	113-135	47-57
1.5 T5 Recharge PHEV	258	112	7.3	117.7-141.1	45-55
2.0 B4P	197	112	8.4	36.7-39.2	162-176
2.0 B5P	246	112	6.9	36.7	174-176
69kWh Recharge	228	99	7.4	261	0
78kWh Recharge	402	112	4.9	249	0

C40 Recharge 5dr SUV £47,100–£61,950 ★★★⯪☆

Kit will appeal to many but twin-motor potency isn't a natural fit for relaxed dynamics. **LxWxH** 4431x1910x1582 **Kerb weight** 2185kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
69kWh Recharge	231	99	7.4	269	0
78kWh Recharge	402	112	4.9	273	0

XC60 5dr SUV £47,460–£67,780 ★★★⯪☆

Looks like a small XC90 and carries on where the old one left off. A good, capable cruiser. **LxWxH** 4688x1999x1658 **Kerb weight** 1781kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P	246	112	6.9	36.7-38.1	168-176
2.0 T6 Recharge PHEV	335	112	5.9	282.1	23-64
2.0 T8 Recharge PHEV	384	112	5.5	282.1	25-64
2.0 B4D	194	112	8.3	44.8-45.5	161-166

XC90 5dr SUV £61,990–£81,925 ★★★★☆

Clever packaging, smart styling, good to drive: Volvo's closest thing to a class leader. **LxWxH** 4950x2008x1776 **Kerb weight** 1961kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P	246	112	7.7	32.4	198
2.0 B6P	296	112	6.7	90.7	210
2.0 T8 Recharge PHEV	384	112	5.8	217	28-76
2.0 B5D	232	112	7.6	41.5	178

WELLS

Vertige 2dr coupé £40,000 ★★★★☆

Brings traditional British sports car values to an exclusive audience. **LxWxH** 1450x1752x1142 **Kerb weight** 850kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	209	140	4.6	45.0	na

WESTFIELD

Sport 2dr coupé £19,950–£35,800 ★★★★☆

Sport Turbo is very quick and fun but not a patch on the Caterhams. **LxWxH** na **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 Sigma	135	na	na	na	na
1.6 Sigma	155	na	na	na	na
2.0 Duratec	200	na	na	na	na
2.0 Ecoboost	252	na	na	na	na

Mega 2dr coupé £16,950 ★★★⯪☆

Mega engine makes it rapid, but isn't as fun as Caterham's R range. And you have to build it yourself. **LxWxH** na **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 VTEC S2000	240	na	na	na	na

ZENVO

TSR-S 2dr coupé £1,300,000 ★★★★☆

Danish supercar employs a hammer-blow V8 and extreme aerodynamics. **LxWxH** 4815x2038x1198 **Dry weight** 1495kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.8 S/C V8 Auto	1177	202	2.8	na	na

ROAD TEST INDEX

The latest and greatest rated as only Autocar knows how

A road test in any other magazine might well be a short, subjective summary of a new car produced under almost any circumstances, but the Autocar road test is different. Specific, rigorous and detailed, it's the closest examination we can give of any new model. It appears over at least eight pages and is close to 50 man-hours in the making every week.

Most of what the road test process entails is designed to be strictly repeatable and fair. We benchmark standing-start and in-gear acceleration at a purpose-built test facility every week. We carry out both subjective and objective handling tests on both road and track, on the latter up to and beyond the limit of grip, so as to fully assess stability, drivability and limit handling appeal. And while benchmark lap times are sometimes taken, they're never an end in themselves.

We record and publish stopping distances, too, as well as taking cabin noise measurements at various cruising speeds and benchmarking either indicated or brim-to-brim fuel economy. We independently measure leg room, head room, boot space and certain key exterior vehicle dimensions, and we also weigh every car we test.

Just as every new car is different, however, the road test has developed to be versatile enough, week by week, so as to best assess and reflect the suitability of each test subject to its intended purpose. It now includes modular sections describing in detail the limit handling of a new car, or its semi-autonomous assisted driving technologies or its off-road capability.

All of this goes to bringing you the most thorough, relevant and fair test of a new car we can produce. The scores from the most recent road tests reproduced here are the ones we gave the cars at the time so they don't necessarily represent what those same cars might score today were they rejudged using current class standards. But you can dig deeper into their attributes by using the magazine publication dates listed here to look up an old test in your own collection or you can order a back issue by phoning 0344 848 8816.

Matt Saunders, road test editor

ALFA ROMEO

Giulia Quadrifoglio	★★★★⯪	29.3.17
Stelvio 2.2D 210 Milano	★★★⯪☆	3.1.18
Quadrifoglio	★★★★☆	9.1.19

ALPINA

B3 Touring	★★★★★	4.11.20
B8 Gran Coupé	★★★★☆	22.9.21

ALPINE

A110 Premiere Edition	★★★★★	16.5.18
Légende GT	★★★★⯪	9.3.22

ARIEL

Atom 4	★★★★★	9.10.19
Nomad	★★★★★	24.6.15

ASTON MARTIN

Vantage V8	★★★★⯪	23.5.18
F1 Edition Coupé	★★★★☆	1.9.21
DBS Superleggera	★★★★★	21.11.18
DBX	★★★★⯪	28.10.20
707	★★★★☆	30.11.22

AUDI

A1 Sportback 35 TFSI S line	★★★⯪☆	2.10.19
A3 Sportback S3	★★★⯪☆	18.11.20
A4 S4 TDI	★★★★☆	18.9.19
RS4 Avant	★★★★☆	14.2.18
A5 S5	★★★⯪☆	11.1.17
A5 Sportback 2.0 TFSI S line	★★★⯪☆	8.3.17
A6 40 TDI S line Avant	★★★★☆	14.11.18
50 TFSIe S Line Quattro	★★★★☆	5.1.22
RS6 Avant Carbon Black	★★★★☆	11.3.20
A7 Sportback 50 TDI Sport	★★★⯪☆	11.7.18
A8 L 60 TFSIe Sport Quattro	★★★⯪☆	17.6.20
TT RS	★★★★☆	7.12.16
E-tron 55 Quattro	★★★★⯪	26.6.19
S Quattro	★★★⯪☆	2.6.21
Q2 SQ2 Quattro	★★★★☆	20.3.19
Q4 E-tron 40 Sport	★★★⯪☆	7.7.21
Q5 2.0 TDI S line	★★★★☆	15.3.17
SQ5 Quattro	★★★⯪☆	21.6.17
SQ5 Sportback TDI Quattro	★★★⯪☆	3.8.22
Q7 SQ7 4.0 TDI	★★★★☆	26.10.16
Q8 50 TDI S Line	★★★★☆	26.9.18
R8 V10 Plus	★★★★☆	30.12.15

BENTLEY

Continental GT W12 Coupé	★★★★⯪	2.5.18
Speed Coupé	★★★★☆	22.12.21
Flying Spur W12	★★★★⯪	15.7.20
Hybrid Mulliner	★★★★⯪	17.8.22
Bentayga W12	★★★★⯪	18.5.16

BMW

1 Series 118i M Sport	★★★★☆	30.10.19
2 Series 220i Coupé	★★★★☆	1.6.22
M2 CS M-DCT	★★★★⯪	19.8.20
218i Gran Coupé M Sport	★★★☆☆	8.4.20
3 Series 320d M Sport	★★★★★	15.5.19
330d xDrive M Sport	★★★★⯪	15.1.20
330e M Sport	★★★★⯪	1.7.20
4 Series M440i xDrive	★★★★☆	6.1.21
M4 Competition	★★★★⯪	21.4.21
M4 CSL	★★★★☆	16.11.22
5 Series 520d M Sport	★★★★⯪	31.5.17
545e M Sport	★★★★☆	20.10.21
M5	★★★★⯪	18.4.18
M5 CS	★★★★★	14.7.21
6 Series GT 630d xDrv M Spt	★★★⯪☆	18.11.17
8 Series 840d xDrive	★★★⯪☆	16.1.19
M8 Competition Convertible	★★★⯪☆	5.2.20
M8 Competition Coupé	★★★⯪☆	3.6.20
i3 1.3S Range Extender	★★★★☆	21.2.18
i4 M50	★★★★☆	19.1.22
iX xDrive50 M Sport	★★★★⯪	2.3.22
X1 xDrive23i M Sport	★★★⯪☆	25.1.23
X2 M35i	★★★⯪☆	25.9.19
X3 xDrive20d M Sport	★★★★☆	17.1.18
X4 M Competition	★★★☆☆	13.11.19
X5 xDrive30d M Sport	★★★★☆	2.1.19
X7 xDrive M50i M Perf'nce	★★★★☆	9.9.20

CATERHAM

Seven 420 Cup	★★★★⯪	31.8.22

CHEVROLET

Corvette LT3 Coupé	★★★★☆	22.6.22

CITROEN

Ami Colour	★★⯪☆☆	11.1.23
C3 Aircross Puretech 110	★★★⯪☆	7.3.18
C4 Puretech 130 Auto	★★★☆☆	26.5.21
C5 X Puretech 180	★★★★☆	28.9.22
C5 Aircross BlueHDi 180	★★★⯪☆	13.2.19

CUPRA

Born 204 58kWh V3	★★★⯪☆	6.7.22
Leon 310 VZ3 Estate	★★★★☆	8.9.21
2.0 TSI 245 VZ2 Hatch	★★★★☆	27.7.22
Ateca 2.0 TSI 4Drive	★★★⯪☆	23.1.19
Formentor 2.0 TSI VZ2	★★★★⯪	3.2.21

DACIA

Sandero Stepway TCe 90	★★★★☆	28.4.21
Duster SCe 115 Comfort	★★★★☆	22.8.18
Jogger 1.0 TCe 110 Comfort	★★★★⯪	20.4.22

DALLARA

Stradale	★★★★⯪	16.10.19

DS

3 Crossback Puretech 155	★★★☆☆	10.7.19
4 E-Tense 225	★★★⯪☆	29.6.22
7 Crossback Puretech 225	★★★⯪☆	19.9.18
9 E-Tense 225	★★★⯪☆	2.2.22

FERRARI

488 Pista	★★★★⯪	7.8.19
296 GTB	★★★★★	21.12.22
812 Superfast	★★★★☆	25.7.18
SF90 Stradale	★★★★☆	3.11.21

FIAT

Panda 4x4 Twinair	★★★★⯪	17.4.13
500 Abarth 595	★★★★☆	26.2.14
Icon 42kWh	★★★★☆	26.1.22

FORD

Fiesta 1.0T Ecoboost	★★★★☆	9.8.17
ST-3 1.5 T Ecoboost	★★★★⯪	15.8.18
Focus 1.5 Ecoboost 182	★★★★⯪	20.2.19
ST	★★★★☆	11.9.19
Mustang 5.0 V8 GT F'back	★★★★☆	24.2.16
Bullitt	★★★★☆	5.12.18
Mustang Mach-E Extended Range RWD	★★★★☆	23.6.21
GT AWD	★★★☆☆	27.4.22
Puma 1.0T 125 MHEV	★★★★⯪	25.3.20
ST	★★★★☆	24.3.21
Kuga 2.5 PHEV ST-Line	★★★⯪☆	24.6.20
Ranger Raptor	★★★★☆	28.8.19

GENESIS

GV60 Sport Plus	★★★★☆	24.8.22
G70 2.2 CRDi Luxury Line	★★★⯪☆	10.11.21
Electrified G80	★★★⯪☆	12.10.22
GV80 3.0D Luxury 5-Seater	★★★⯪☆	15.9.21

HONDA

E Advance	★★★⯪☆	26.8.20
Jazz 1.5 i-MMD Hybrid EX	★★★⯪☆	7.10.20
Civic 1.5 i-VTEC Turbo	★★★★☆	19.4.17
2.0 Type R GT	★★★★⯪	25.10.17
Clarity FCV	★★★★☆	12.7.17
HR-V e:HEV	★★★⯪☆	24.11.21
CR-V 1.5T EX CVT AWD	★★★⯪☆	7.11.18

HYUNDAI

i10 1.2 MPi Premium	★★★★☆	15.4.20
i20 1.0 T-GDI 100 48V	★★★⯪☆	24.2.21
N	★★★★⯪	25.8.21
i30 N	★★★⯪☆	27.12.17
1.4 Premium SE	★★★⯪☆	13.9.17
Kona Electric 64kWh	★★★★☆	31.10.18
Santa Fe 2.2 CRDi	★★★⯪☆	6.3.19
Tucson 1.6 T-GDi Hybrid	★★★★☆	17.3.21
Nexo	★★★⯪☆	12.6.19

JAGUAR

F-Type V8 S Convertible	★★★★☆	12.6.13
2.0 R-Dynamic Coupé	★★★★☆	22.11.17
P575 R AWD Coupé	★★★★☆	29.4.20
XF 2.0 R-Sport	★★★★⯪	2.12.15
300 R-S Sportbrake	★★★⯪☆	17.4.19
XE 2.0 R-Sport	★★★★⯪	1.7.15
E-Pace D180 AWD SE	★★★⯪☆	11.4.18
F-Pace 2.0d AWD	★★★★☆	11.5.16
P400e R-Dynamic HSE	★★★★☆	1.12.21
SVR	★★★★⯪	24.7.19
I-Pace EV400 S	★★★★⯪	12.9.18

JEEP

Compass 2.0 M'jet 4x4 L'd	★★★☆☆	3.10.18
4xe S	★★★☆☆	16.2.22
Renegade 4xe Trailhawk	★★★☆☆	30.6.21
Wrangler 2.2 M'Jet-II Ov'd	★★★★☆	10.4.19

KIA

Rio 1.0 T-GDI 3 Eco	★★★⯪☆	1.3.17
Ceed 1.6 CRDi 115 2	★★★⯪☆	29.8.18
Proceed 1.4 T-GDi	★★★⯪☆	27.2.19
Xceed 1.4 T-GDi	★★★⯪☆	20.11.19
Niro EV 3	★★★★☆	7.9.22
EV6 77.4kWh GT-Line RWD	★★★★⯪	12.1.22
Sportage 1.6 HEV 2WD	★★★⯪☆	15.6.22
Sorento 1.6 HEV G-TDi 2	★★★⯪☆	20.1.21

LAMBORGHINI

Huracán Performante	★★★★⯪	11.10.17
Evo RWD Coupé	★★★★⯪	20.5.20
Aventador SVJ	★★★★☆	19.6.19
Urus	★★★★☆	3.7.19

LAND ROVER

Defender 110 P400 X	★★★★⯪	13.5.20
Discovery Sport D180 AWD	★★★★☆	8.1.20
Range Rover Evoque P300e	★★★★⯪	10.2.21
Range Rover Velar D240	★★★⯪☆	30.8.17
Range Rover Sport D300	★★★★⯪	2.11.22
SVR	★★★★★	15.4.15
Range Rover D350 HSE	★★★★⯪	13.7.22

LEXUS

LC 500 Sport+	★★★★☆	18.10.17
NX 350h Prem'm Plus Pack	★★★★☆	16.3.22
RC F	★★★☆☆	18.2.15
ES 300h Takumi	★★★⯪☆	6.2.19
LS 500h Premier AWD	★★★☆☆	6.6.18

LOTUS

Elise Cup 250	★★★⯪☆	29.6.16
Exige Sport 390 Final Edit'n	★★★★⯪	21.7.21

MASERATI

Ghibli Diesel	★★★⯪☆	12.3.14
Quattroporte Trofeo	★★☆☆☆	4.8.21
Levante S Granlusso	★★★⯪☆	8.5.19

MAZDA

2 1.5 Skyactiv-G SE	★★★★☆	22.4.15
3 2.0 Skyactiv-X	★★★★☆	6.11.19
MX-5 1.5 SE-L Nav	★★★★⯪	2.9.15
MX-30 145PS	★★★⯪☆	10.3.21
CX-5 2.2D Sport Nav	★★★★☆	28.6.17

McLAREN

Artura	★★★★⯪	19.10.22
600LT Spider 3.8 V8	★★★★⯪	22.5.19
620R 3.8 V8	★★★★☆	23.12.20
GT 4.0 V8	★★★⯪☆	27.1.21
720S 4.0 V8	★★★★★	24.5.17
Senna 4.0 V8	★★★★★	10.10.18
P1	★★★★★	7.5.14

MERCEDES-AMG

A-Class A45 S 4Matic+ Plus	★★★★⯪	4.3.20
C-Class C63 S Coupé	★★★★⯪	24.4.19
CLS 53 4Matic+	★★★★☆	17.10.18
EQS 53 4Matic+	★★★★☆	8.6.22
GT R	★★★★⯪	10.5.17
GT 4-Door Coupé 63 4Matic+	★★★★⯪	13.3.19
SLC 43	★★★⯪☆	6.7.16
GLC 63 S 4Matic+	★★★⯪☆	13.6.18
GLE 53 4Matic+	★★★⯪☆	14.10.20

MERCEDES-BENZ

A-Class A200 Sport	★★★★☆	4.7.18
A250e AMG Line Premium	★★★☆☆	5.8.20
B-Class B180 Sport	★★★★☆	3.4.19
CLA 250	★★★☆☆	21.8.19
C-Class C300e AMG Line	★★★★⯪	4.5.22
E-Class E400 Coupé	★★★★☆	14.6.17
E300 Cabriolet	★★★⯪☆	6.10.21
S-Class S580e L	★★★★⯪	6.4.22
EQA 250	★★★☆☆	17.11.21
EQB 300 4Matic	★★★⯪☆	18.5.22
EQE 350+	★★★⯪☆	4.1.23
GLB 220d 4Matic	★★★⯪☆	16.9.20
GLC 250d	★★★★☆	10.2.16
G-Class G350d AMG Line	★★★★☆	17.7.19
GLS 400d	★★★⯪☆	12.2.20
X-Class X250d 4Matic	★★★⯪☆	20.6.18

MG

3 1.5 3Form Sport	★★★⯪☆	25.12.13
5 SW EV Exclusive	★★★⯪☆	25.11.20
ZS EV Exclusive	★★★☆☆	4.12.19

MINI

Mini Cooper S	★★★★⯪	2.4.14
Cooper S Works 210	★★★★⯪	6.12.17
Clubman Cooper D	★★★⯪☆	25.11.15
Convertible Cooper S Sport Automatic	★★★★☆	19.5.21
Countryman Cooper D	★★★⯪☆	22.2.17
Plug-in Hybrid	★★★⯪☆	26.7.17

MITSUBISHI

Eclipse Cross 1.5 2WD	★★★☆☆	14.3.18
Outlander PHEV GX4hs	★★★⯪☆	16.4.14

MORGAN

Plus Four	★★★⯪☆	12.8.20
Super 3	★★★★⯪	9.11.22

NISSAN

Micra 0.9 N-Connecta	★★★★☆	26.4.17
DIG-T 117 N-Sport	★★★☆☆	27.3.19
Juke 1.0 DIG-T 117	★★★⯪☆	29.1.20
Qashqai 1.3 DIG-T 158	★★★★☆	28.7.21
Ariya 87kWh Evolve	★★★⯪☆	26.10.22
GT-R Recaro	★★★★⯪	16.11.16

ORA

Funky Cat 48kWh First Ed'n	★★⯪☆☆	1.2.23

PEUGEOT

208 e-208 Allure Premium	★★★★☆	6.5.20
308 1.2T Puretech 130 GT	★★★★☆	25.5.22
508 GT BlueHDi 180	★★★★☆	24.10.18
Hybrid 225 Allure SW	★★★★☆	8.7.20
PSE Hybrid4 SW	★★★★☆	5.5.21
2008 e-2008 GT Line	★★★⯪☆	30.9.20
3008 1.6 BlueHDi GT Line	★★★⯪☆	18.1.17
5008 2.0 BlueHDi GT Line	★★★⯪☆	1.11.17

POLESTAR

1	★★★★☆	21.10.20

PORSCHE

718 Boxster	★★★★⯪	8.6.16
Spyder	★★★★⯪	1.4.20
Cayman S	★★★★⯪	10.8.16
Cayman GTS	★★★★⯪	9.5.18
Cayman GT4 RS	★★★★★	14.9.22
911 GT2 RS	★★★★☆	18.7.18
Carrera S	★★★★⯪	29.5.19
GT3 PDK	★★★★⯪	11.8.21
Turbo S	★★★★⯪	10.8.22
Cayenne Turbo	★★★★☆	5.9.18
Turbo S E-Hybrid	★★★⯪☆	27.5.20
Turbo GT	★★★★☆	20.7.22
Taycan Turbo S	★★★★★	29.7.20

RENAULT

Clio TCe 100 Iconic	★★★★⯪	27.11.19
Mégane E-Tech Electric	★★★⯪☆	23.11.22
Kadjar dCi 115 Dyn. S Nav	★★★★☆	21.10.15
Arkana E-Tech Hybrid 145	★★★⯪☆	13.10.21
Captur 1.3 TCe 130 EDC	★★★⯪☆	18.3.20

ROLLS-ROYCE

Phantom	★★★★★	4.4.18
Ghost	★★★★⯪	13.1.21
Wraith	★★★★⯪	21.5.14
Dawn	★★★★☆	1.6.16
Cullinan Black Badge	★★★★☆	19.2.20

SEAT

Ibiza SE Technology 1.0 TSI	★★★★⯪	19.7.17
Leon eHybrid FR	★★★⯪☆	2.12.20
Arona SE Technology 1.0 TSI	★★★★☆	15.11.17
Ateca 1.6 TDI SE	★★★★⯪	19.10.16

SMART

Forfour Electric Drive	★★⯪☆☆	23.8.17

SKODA

Fabia 1.0 TSI 95PS	★★★★⯪	9.2.22
Scala 1.5 TSI 150 DSG	★★★⯪☆	31.7.19
Octavia 2.0 TDI 150 SE L First Edition DSG Estate	★★★★☆	2.9.20
2.0 TDI vRS	★★★★☆	17.2.21
Superb 1.4 TSI iV 218 SE L	★★★★☆	26.2.20
Karoq 2.0 TDI 150 Scout	★★★⯪☆	30.1.19
Enyaq iV 80	★★★★☆	18.8.21
Kodiaq 2.0 TDI Edition	★★★★☆	23.11.16
2.0 TSI 245PS vRS 4x4	★★★⯪☆	23.2.22

SSANGYONG

Tivoli XLV ELX auto	★★★☆☆	14.9.16

SUBARU

XV 2.0i SE Lineartronic	★★★☆☆	28.2.18

SUZUKI

Swift 1.0 SZ5	★★★⯪☆	17.5.17
Across 2.5 PHEV E-Four CVT	★★★★⯪	7.4.21

TESLA

Model 3 Standard Range Plus	★★★★☆	4.9.19
Model S P90D	★★★★⯪	20.4.16
Model Y Long Range AWD	★★★★☆	23.3.22
Model X 90D	★★★★☆	15.2.17

TOYOTA

Aygo X Limited Edition	★★★⯪☆	11.5.22
Yaris 1.5 Hybrid Design	★★★★☆	23.9.20
GR Yaris Circuit Pack	★★★★★	3.3.21
Corolla 2.0 Hybrid ST	★★★★☆	5.6.19
GT86 2.0 manual	★★★★★	4.7.12
Mirai Design Premium	★★★★☆	16.6.21
C-HR Excel 1.8 Hybrid	★★★★☆	4.1.17
bZ4X AWD Vision	★★★⯪☆	18.1.23
GR Supra Pro	★★★★☆	14.8.19

VAUXHALL

Corsa 1.2T 100 auto	★★★⯪☆	22.1.20
Crossland X 1.2T 130 Elite	★★★☆☆	7.6.17
Astra 1.2T 130 GS Line	★★★⯪☆	5.10.22
Combo Life 1.5 TD 100 Energy	★★★⯪☆	27.12.18
Insignia Sports Tourer 2.0 Biturbo D GSI	★★★☆☆	30.5.18
Mokka 1.2 Turbo 130 auto	★★★⯪☆	12.5.21
Grandland X Hybrid4	★★★☆☆	22.4.20
VXR8 GTS-R	★★★★☆	10.1.18

VOLKSWAGEN

Up GTI 1.0 TSI 115	★★★★☆	21.3.18
Polo 1.0 TSI 95 SE	★★★★⯪	31.1.18
GTI	★★★★☆	1.8.18
Golf 1.5 eTSI 150 Style DSG	★★★★⯪	22.7.20
R	★★★★☆	14.4.21
ID 3 Pro Performance Life	★★★★☆	31.3.21
ID 4 GTX Max	★★★⯪☆	27.10.21
T-Roc 2.0 TSI SEL 4Motion	★★★★⯪	24.1.18
Cabriolet 1.5 TSI Evo DSG	★★⯪☆☆	10.6.20
Arteon 2.0 BiTDI 240	★★★⯪☆	27.9.17
eHybrid Shooting Brake	★★★⯪☆	9.6.21
Passat 2.0 TDI 190 GT	★★★★☆	4.2.15
GTE	★★★★☆	7.9.16
Touran 2.0 TDI 150 SE	★★★★☆	3.2.16
Tiguan 2.0 TDI 150 SE	★★★★⯪	22.6.16
Caravelle 2.0 BiTDI Exec.	★★★★☆	23.12.15
Touareg 3.0 TDI R-Line Tech	★★★⯪☆	8.8.18
Grand California 600	★★★⯪☆	2.1.20
Transporter Kombi SWB	★★★☆☆	30.3.22

VOLVO

C40 Recharge Twin Ult'ate	★★★⯪☆	13.4.22
XC40 D4 First Edition AWD	★★★★⯪	7.2.18
S60 T8 Polestar En'd	★★★⯪☆	24.12.19
V60 D4 Momentum Pro	★★★★☆	27.6.18
T6 Recharge R-Design AWD	★★★★⯪	21.9.22
XC60 D4 R-Design AWD	★★★⯪☆	5.7.17
S90 D4 Momentum	★★★★☆	13.7.16
V90 T6 Recharge R-Design	★★★★⯪	11.11.20
XC90 D5 Momentum	★★★★☆	17.6.15

WESTFIELD

Sport 250	★★★★☆	29.11.17

ZENOS

E10 S	★★★★⯪	7.10.15

GREATEST ROAD TESTS OF ALL TIME

MITSUBISHI STARION 2.6 TURBO

TESTED 28.6.89

Seven years after the Starion coupé's launch, Mitsubishi took the unusual step of replacing its 2.0-litre turbo with an engine pinched from a 4x4.

The updated Starion's engine was derived from the Mitsubishi Shogun's 2.6-litre powerplant and used an iron block and a single-cam alloy head with three valves per cylinder. A 24bhp drop compared with the 2.0-litre car meant poorer acceleration from rest and a lower maximum speed, but the in-gear performance improved massively – 30-50mph in fifth was managed in 8.4sec compared with a previous best of 14.0sec – while responsiveness was among the best we'd seen from a turbo engine. But the new 2.6 was also coarse and ran out of puff well before the redline.

The five-speed manual gearbox was cumbersome and notchy, and although the steering was quick and accurate, it lacked feel. But the deft suspension yielded excellent dry-weather grip, the ride was on the right side of firm and turn-in was super-sharp.

The cabin was dated, gloomy and cramped, and the seats lacked adjustability, although the pedals were ideally set for heel-and-toeing. Equipment was unimpressive.

FOR Handling, low- and mid-range performance
AGAINST Slower than before, cramped cabin

FACTFILE

Price £16,969 **Engine** 4 cyls in line, 2555cc, turbo, petrol **Power** 153bhp at 5000rpm **Torque** 209lb ft at 2500rpm **0-60mph** 7.8sec **0-100mph** 22.9sec **Standing quarter mile** 15.9sec, 86mph **Top speed** 129mph **Economy** 18.8mpg

WHAT HAPPENED NEXT?

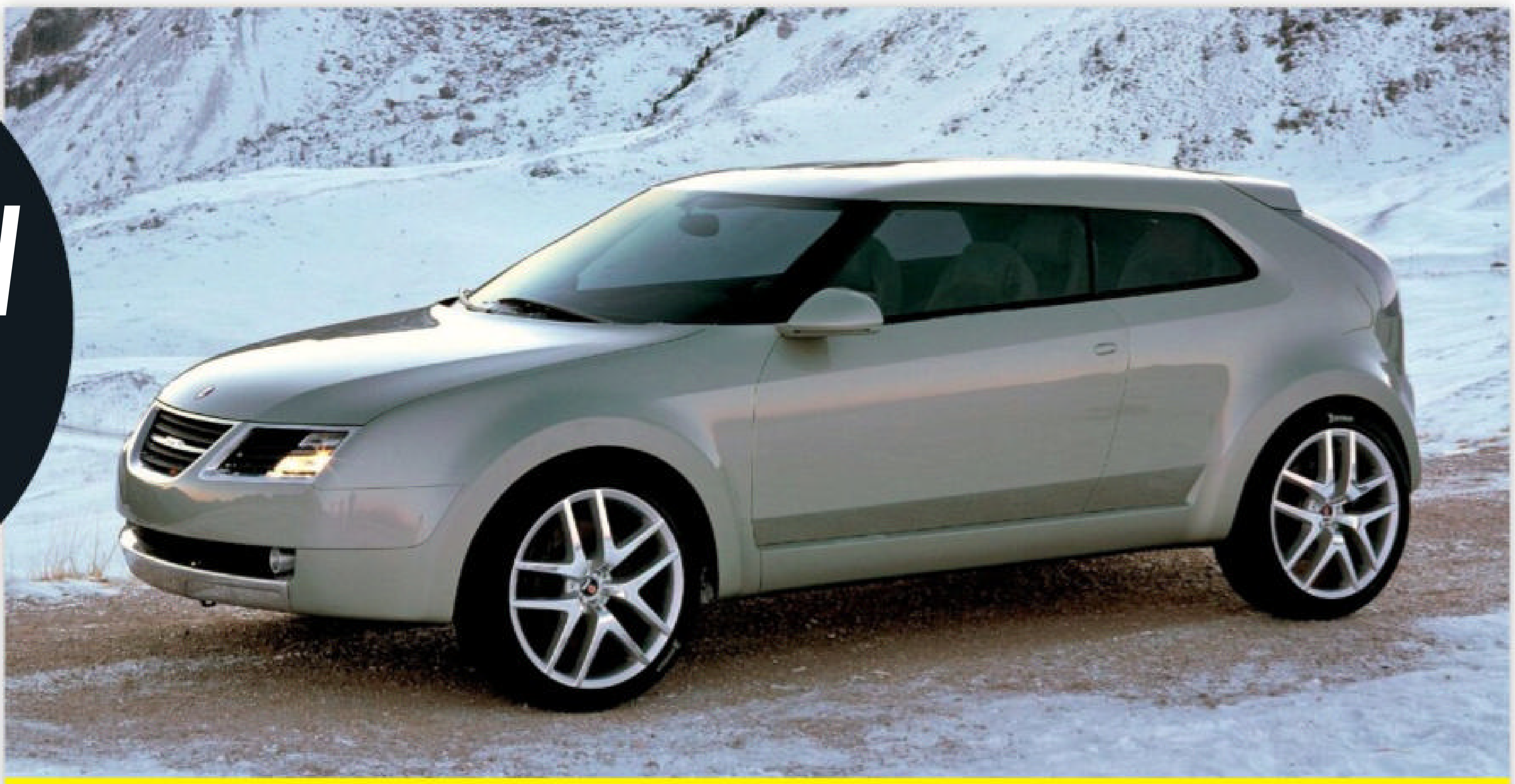
Fewer than 2000 Starions were produced in 1989, which was to be the car's final year on sale. The 2.6 became popular with tuners, who removed the power-sapping catalytic converter and upgraded the turbo. Its replacement, the 3000GT, didn't go on sale in the UK until 1992. Its 3.0-litre V6 was a good for 282bhp and 0-60mph in 5.5sec.

SLIDESHOW

Concept cars that could have saved their makers

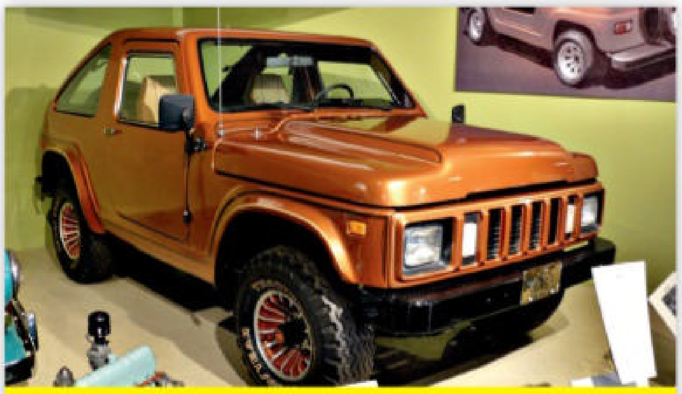
Car companies sometimes find the way out when it's too late. They introduce head-turning concept cars that promise great things when all is not well under the surface. These design studies occasionally reach production and successfully turn a brand around. Other times, an intriguing concept breaks cover shortly before its maker goes into a slump or shuts down entirely.

RONAN GLON



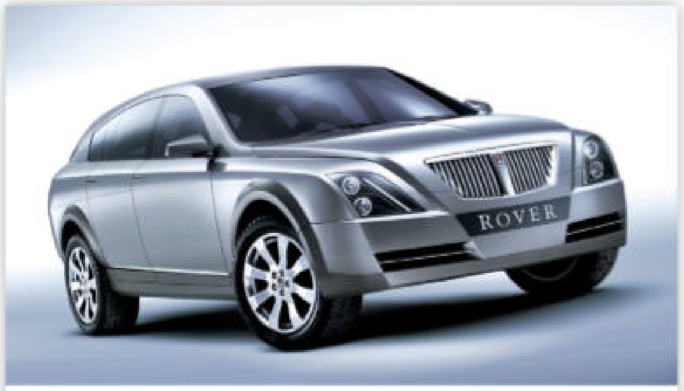
Saab 9-3X 4x4 2002

In 2002, Saab predicted the trends governing the automotive industry in 2023 with surprising accuracy. The 9-3X 4x4 concept was Saab's first off-roader, but it retained an unmistakable element of sportiness, accented by its swept-back design and its 280bhp V6 engine. It was a concept that could satisfy a thrill-seeking driver up a mountain pass and confidently venture off the beaten path once at the top. If approved for production, the 9-3X 4x4 could have arrived on the market in time to enjoy a near-monopoly on the high-performance crossover segment. It didn't. Financial issues were already nipping at Saab's heels to prevent further development, and the firm eventually went out of business.



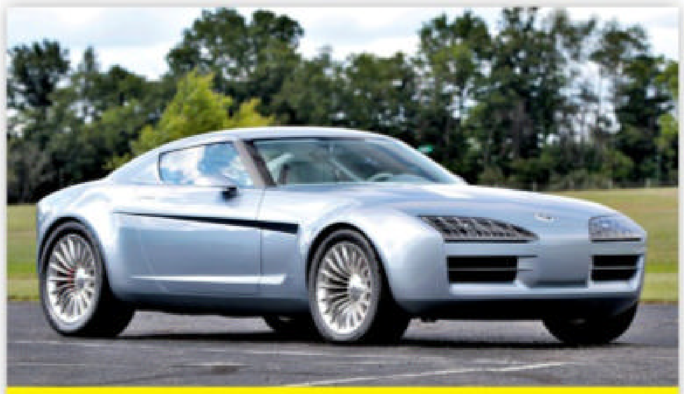
International Harvester Scout III 1979

International Harvester planned a third generation of the Scout in a bid to regain leadership of the SUV class it had done much to create. The Scout III had a modern-looking design with a fastback-like roofline, a real novelty at the time. SUVs were in hot demand during the 1980s, so, if executed properly, the Scout III could have allowed IH's car division to survive long enough to see the 1990s, but it was dropped and the company exited the market altogether.



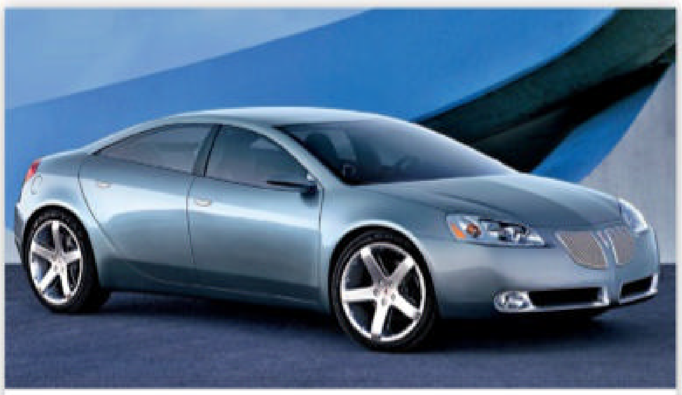
Rover TCV 2002

BMW ditched its 'English patient' in 2000 and MG Rover entered an uncertain future under private-equity ownership. The Touring Concept Vehicle, unveiled at Geneva in 2002 and previewing a new design language, could have reached showrooms when demand for high-riding models rocketed and might even have helped Rover return to America. Insiders suggest the concept was a candidate for production but the firm was flat broke and that was that. MG Rover died in 2005.



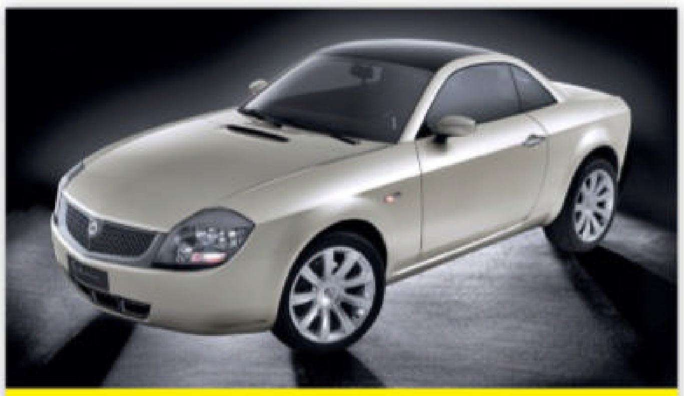
Mercury Messenger 2003

The Messenger was styled under Gerry McGovern, now creative chief at Jaguar Land Rover, and previewed the look that every member of the Mercury line-up would adopt during the 2000s. It also proved the long-suffering brand still had what it took to build a head-turning car that was as fast as it looked. Insiders suggested the concept would reach production on a platform shared with the Ford Mustang, but the project never took off and Mercury itself went under in 2011.



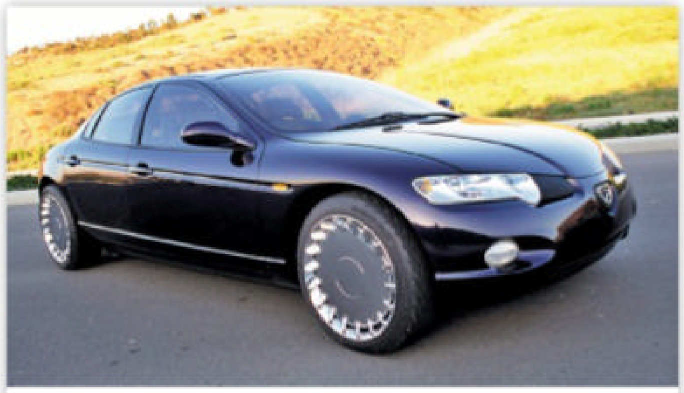
Pontiac G6 2003

By 2000, Pontiac was lost in General Motors' brand soup with a series of badge-engineered models that insulted its often proud history. The G6 concept hinted that the brand was about to turn itself around by injecting a double dose of performance and desirability. Instead, it arrived in showrooms in 2004 with a diluted design and a front-drive platform shared with the Chevrolet Malibu and Saab 9-3. Pontiac folded in 2010.



Lancia Fulvia Coupé 2003

The Fulvia Coupé concept showed one way to bring style and charisma back to the Lancia line-up. It could have done wonders for the Italian brand's tattered image if it had been executed well enough and packaged into a broader model offensive. Cash-strapped parent Fiat instead chose to steer Lancia down the path of badge-engineering. Now it's under Stellantis ownership, there's hope the brand can be returned from the brink of extinction.



Eagle Jazz 1995

Chrysler-owned Eagle presented the Jazz as a representation of its future. Its design and proportions made it look like nothing else on the road. Significantly, it proved that Eagle had a pulse and was capable of thinking on its own. The approach to design it showcased could have saved the brand. It instead settled for selling badge-engineered Chrysler and Mitsubishi models until being put out of its misery in 1999.

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WHAT CAR?
CAR OF THE YEAR AWARDS 2022
Best small electric car
CUPRA Born

DDX 957
CUPRA

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OF A NEW GENERATION

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100% ELECTRIC

New generations challenge the status quo by following their impulse. Just like the new 100% electric CUPRA Born, with a sporty design and cutting-edge technology. So unexpected it could only start with an impulse. So brave it could only mean the start of a new era.

Official fuel consumption for the CUPRA Born mpg (litres/100km) combined: N/A. Combined CO_2 emissions: 0g/km.

Zero emissions while driving. The CUPRA Born is a battery electric vehicle requiring mains electricity for charging.

CUPRA